

THE CHERBOURG NUMBER OF THE ILLUSTRATED TIMES

REGISTERED AT THE GENERAL POST OFFICE FOR TRANSMISSION ABROAD.]

[THE RIGHT OF TRANSLATION AND REPRODUCING ILLUSTRATIONS IS RESERVED.]

No. 175.—Vol. 7.

LONDON, SATURDAY, AUGUST 7, 1858.

A SHEET
AND A HALF. {PRICE 4D.—STAMPED, 5D.

THE QUEEN'S VISIT TO CHERBOURG.
LOUIS NAPOLEON has made the greatest hit that he has yet made in his most singular career. He has absolutely persuaded the Queen of England to come over and congratulate him on the completion of a sea-port which all Europe regards as devised, constructed, and completed as a check upon England itself. The position is so remarkable, that it becomes piquant, and were the possibilities not so serious, would really be comic. There is no parallel to such a thing in private life; for not even an Irishman would ask a party of friends with whom he had

most causes of probable difference to step over and see his new duelling-pistols. Indeed, it is the very extravagance of the invitation which most reconciles one to it. Such a doubly-dyed

treachery as a sudden assault on England would now imply, is scarcely within moral possibility. It would be out-Judas Judas. It would place the traitor out of the pale of human sympathy, and make every mode of retaliation on him, not only just, but popular. We must console ourselves for a fête which engages so little of the admiration of the public, with the reflection that there is a limit even to the crimes of ambition; and that for Napoleon now, unprovoked, to invade the Queen's realm, would be almost as impossible as for him to poison her wine.



NAPOLEON THE THIRD AT CHERBOURG.

Her Majesty (think of the invitation what we may) could not but accept it. Nothing else was to be done. When two countries are in alliance so close as that which has for some years united France and England, their courtesy must be of a nature to stretch very wide. Had the Queen declined to be present, the breach of the alliance would have come from her. We are to presume that all is fair while our ally expressly asks us to believe that all is fair. Suspiciousness is for the half-bred, the sulky, the abashed. High breeding takes everything with an air noble. Besides, if we should be ill-treated, the advantage will still rest with us of having acted candidly, politely, generously, to the last. And, if there be anything in Fortune, she will favour, when the struggle comes, the side on which has been the best feeling shown. In this ceremony, if the display of power be with the Emperor, that of dignity and sentiment is with the Queen. She comes to see the inauguration of a town, which (be Napoleon's intentions as pure as they may) is the possible source of peril to her dominion. It is obvious that in such a visit, the grace of the position is that of the guest rather than of the host.

And now that her Majesty has accepted, and is availing herself of this curious act of hospitality, such acceptance further involves that we ought to treat the host courteously on the occasion. You may stop away from a dinner at which you expect to be poisoned, but once go, and common politeness requires that you do not sniff at the dishes and stare questionably at the wine, much less to carry Venetian glass in your pocket to produce when the hock goes round! So, we shall be on our good behaviour with his Imperial Majesty to-day. He made the *coup d'état*; let the French call him to account for that. He has muzzled the press; well, he has not muzzled the "Illustrated Times." He has finished Cherbourg; but it was begun by Louis XIV., and perhaps every government since has done something towards it. In short, if we do not believe in his common decency, we ought not to accept his invitation. Having done so, and not risked fighting him, would it be fair to say to-day, when the highest personages in England are at his board, that he secretly means to be a rascal, a perjurer, a liar, a villain, such as Europe scarcely ever saw? Hardly, we think. An alliance is an alliance; and when it breaks, why we shall be none the less terrible an enemy for having been a liberal-minded friend.

Accordingly, it is not our purpose to say on this occasion, that the Emperor means us any ill. We assume that he does not. We assume that he means to be a good ally. We remember only the common rush up the hills of the Alma, the common graves in the valley of Inkermann. We accept Cherbourg as a great piece of work by a Power at present a true ally, and discuss it with perfect calmness and candour. Well, it is a menace to England;—not now; not during his Majesty's life, if he likes, let us say—surely so in the long run. If not, what is it? It fulfils scarcely any other position than that of a threat to the most peculiarly English part of the Channel. Its immense buildings are expressly designed so that embarkation may be conducted without boats and under the protection of forts. Embarkation! for where? Across the Atlantic, against the States? Up the Baltic, against Russia? Pooh, pooh! Where does the nearest foreign country lie? and who wanted very badly to get there, some half a century since? We do not say that your Majesty means for an instant to play us a trick; but at least you have made it more easy for somebody else to do so, and more incumbent on us to be readier than ever to meet such a contingency. In the pleasantest, friendliest way—in the midst of perhaps the most conspicuous alliance that ever existed between the two Powers—your Majesty has opened up the whole question of the relative naval strength of England and France—of the conditions under which invasions may be made and resisted—all such questions, in fact, as most agitate nations and perplex statesmen. We were not doing anything minatory; not we. With India on our hands, we had enough to think about.

But, as we have said, on this special occasion, we shall put the best face on matters. Let us assume, then, that the Emperor has not finished Cherbourg in any spirit of hostility, but simply because, having found it on his hands, he thought that among other works, it ought to be made a clean job. On such supposition, it will remain settled that the naval position of France is, in that and other particulars, far better than it was at the end of the last war; and the alliance must either become still more real and cordial, or a perpetual irritation prevail between us, the result of which may easily be foreseen. But, in order that the alliance may become more, (and we heartily hope it may) there must be a permanent common understanding between the nations as to the force which each is to keep up. We must not be disturbed, every now and then, by sudden and alarming increases of force, without any apparent design. Some basis must be settled and adhered to in the matter. At present, we are seldom three months without a disagreeable excitement, which robs peace of its natural and healthful tranquillity. By this irritation, Napoleon has given us an opportunity of talking to him frankly on this subject, and of pointing out the necessity which exists for a right understanding about it.

On the whole, a visit from the grand-daughter of George III. to the nephew of Napoleon Bonaparte at Cherbourg is not a sight on which any Englishman of a historic turn will pride himself. The alliance is satisfactory; let it be maintained. The Emperor insists on his honesty; let it be believed in till he performs some overt act to the contrary. But do not let us stoop to the meanness of either flattering him or affecting to glory in his interview with our Sovereign as if it were a Field of the Cloth of Gold. Our grandfathers held a prouder position towards France. If they had wanted to see Cherbourg, they would have gone without an invitation! Since their day, the world has changed. Strange vessels, propelled by a new and mysterious power, have appeared in their favourite sea, and shortened the route between England and France. Their ancient foes have recovered from the humiliation of continuous defeat, and defy, when in their lively moods, the island of whose predominance they were so proud. A mystery hangs over the future of the relations of the two rivals. We shall not trespass on our present determination by speculations not in accordance with the immediate subject of this article; but, while hoping for continued goodwill between England and France, we are much mistaken if one result of this ceremony be not a determined resolution on the part of the British people to insist that their navy shall be permanently made fit to rise at any time to a strength and activity worthy of its old renown.

[For a complete history and description of the extensive works at Cherbourg, which are fully illustrated in the present number of the "Illustrated Times," the reader is referred to page 98, and subsequent pages.]

Foreign Intelligence.

FRANCE.

THE "Moniteur" announces that the Governments of France and England have come to an understanding with the Porte with reference to the massacre at Jeddah. The conduct of the Ottoman authorities will be strictly inquired into. The guilty, of whatever rank, will be punished according to their deserts; and indemnities will be enforced from the town to all who have suffered either in person or property.

On Monday, the Emperor presided at a Ministerial Council held at St. Cloud. At this council the Emperor gave final directions for the conduct of public affairs during the seven days that he expected to be absent from Paris.

All the news from Paris is in connection with the Cherbourg event; and the most agreeable is that the Emperor would stimulate the occasion by a decree granting a full and free pardon for all offences of the press previously committed. On the other hand, we learn that strict orders were issued by the Minister of the Interior relative to a suppression of the Channel Islands, which there was a great many French papers.

A report that Lord Stratford de Redcliffe is going to Constantinople to take a formal leave of the Sultan drives some French journals, who are jealous of English influence in Turkey, nearly out of their mind. They assume that his mere presence will undo all the M. de Thiers had accomplished with infinite pains and astuteness, since he was freed from the European diplomatist, who of all others has the credit of knowing how to impress his individual will upon the march of Eastern affairs. The "Univers," prone to extremes, publishes—and in a form of a joke, but as a serious announcement—that Lord Stratford de Redcliffe is about to return to Constantinople in the character of proxy consul to the Sultan.

BELGIUM.

THE Belgian Chamber of Representatives have been engaged in an ardent debate on the proposed fortifications of Antwerp. The Government proposal is that the *cuvette* should be enlarged so as to include two new docks and building yards, and that some ill-placed works should be destroyed, and others be substituted in better positions. General Bertin, the Minister of War, said there is no desire to be able to concentrate the whole army within the walls of Antwerp. The idea of the Government is, that in case of invasion, which is never absolutely unforeseen, the army should be enabled to keep the field as long as it could hold its ground successfully, and fall back, in case of need, upon Antwerp, which would then become the central and sole point of the national defence of the country. There was considerable opposition to the proposal. The result of the debate, which was adjourned from day to day, had not reached us when we went to press.

SPAIN.

THE "Correspondencia Anzarafa," a semi-official organ of Madrid, says:—"The English government, with an uprightness which does it honour, has given just satisfaction to the complaints of Spain on the subject of the insulting conduct of the commander of the English cruiser *Buccard*, who visited vessels in the waters of Cuba. The English government, which on the first news of what had taken place hastened to declare through its representative that it disapproved in the most formal manner the conduct of its cruiser, has just nobly confirmed in writing that declaration, and in a manner the most satisfactory to Spain."

A naval division of Spain has taken possession, in the Queen's name, of some islands, which have been called Santa Isabella, in the Gulf of Guinea.

The "Madrid Gazette" of July 22nd contains Royal decrees appointing Senor Rios Rosas to the ambassadorship at Rome, and Senor Mon to that at Paris.

The newspapers are taken up with the "progress" of the Queen, which seems to be very tedious, though not unattended by the plaudits of the people.

PRUSSIA.

A LETTER from Berlin says:—"The expected return to Berlin of several members of the Royal Family, in order to receive the Queen of England, is known to have been countermanded. The visit is announced to be entirely one of a private and family nature. The King of Prussia will not be in Berlin, nor the Empress Dowager of Russia, as was first announced."

RUSSIA.

IN St. Petersburg, conferences have been held with a view to hasten the connection of the Russian railways with those of Prussia.

Cholera is still unsubdued in the capital. The deaths are not very numerous, but they frequently come on with great rapidity. There were, on the 21st of July, eighty-one cases under treatment.

ITALY.

THE King of Naples has commuted the sentence of death passed upon Nicotera and six of his companions. Nicotera and two others are to be sent to the galleys for life. The other four will remain prisoners in irons for twenty-five years. And what is more, the king has lately authorised several exiles to return to their country, and has restored to liberty some political prisoners. Among the former are the well-known Father Ventura, the Duke della Verduca, and M. Sciala.

According to letters from Turin, the recent conference between the Emperor of the French and Count de Cavour at Plombières, was on the general situation of the affairs of Italy, and terminated by a strong recommendation from his Majesty to the minister to adopt a moderate and circumspect policy both towards Austria and Naples. This is, however, only one of several stories relating to the interview, and cannot be accepted as reliable. It is certain, however, that the meeting has been the theme of all conversation in Piedmont, and that the enemies of Austria in Italy have been greatly encouraged by it.

TURKEY AND THE EAST.

THE Constantinople mail brings intelligence that the work of retribution in Jeddah has already commenced, and that 200 persons, supposed to have taken part in the bloody outbreak, have been arrested. We also hear that the Pacha of Egypt was pushing off troops to Suez, in consequence of a rumour that a Mussulman attack on that town was expected. The report was, that a fleet of boats had been seen in the Red Sea going in the direction of Suez, while a string of camels was travelling in a parallel direction on land. The *Candia*, however, which brought the Indian mail down the Red Sea, had seen nothing of the boats, and some supposed that they only contained coral fishers. Certain it is that the rumour had alarmed the Egyptian Government.

The Austrian consul at Retimo, in Candia, who also conducted the French consulate, has hauled down the Austrian flag, and left the place in consequence of acts of violence committed against the consulate by the Turks.

We have very various accounts of the late conflict between the Turks and Montenegrins. According to some reports the Turks were the aggressors; according to others the Montenegrins. We are glad to see that the Sultan, having withdrawn his troops from the Montenegrin frontier, Prince Danilo has given orders to his army to fall back into the interior.

AMERICA.

ADVICES from Utah, a week later than those given in our last number, state that General Johnston, with Captain Marcy and the remainder of the army from head-quarters, entered the Salt Lake City on the 26th of June. The Mormons were still at Provo, although they had been urged to return and take possession of their homes.

The British Minister in Mexico had received orders from his Government to suspend diplomatic relations with the Government, unless a better disposition was evinced with regard to making reparation for the claims of British subjects.

Damage to the extent of a hundred thousand pounds had been done by fire at Leavenworth City, Kansas. The theatre was burnt down.

THE INDIAN REVOLT.

RECAPTURE OF GWALIOR—SCINDIA REINSTATE.

THE Bombay correspondent of the "Times," gives the following interesting account of the recapture of Gwalior by Sir Hugh Rose. The various operations may be made out with sufficient accuracy, though the want of space of the ground is here and there somewhat apparent.

By the latest accounts, previous to the recent telegraphic message, that the day was in the hands of our generals, "Sir Hugh Rose's Brigade" was halted at Indore, on the Scinde river, waiting for the 2nd Brigade, which was pressing on from Clifton. Smith and his force were to join to the south of Gwalior and move onwards to their objective, which would in all likelihood be moved down from Agra to the banks of the Chambal, or, if necessary, advance beyond the river into the rebel city. These several movements took place as was anticipated. Sir Hugh's two brigades were completely united by the 14th of September, in advance of Indore. Orr, advancing from Jhansi on the direct road by Dattah, was joined by Brigadier Smith at Agra on the 15th; and from Agra marched on the 24th for Dholpore, on the Chambal, a column under Colonel Riddell, consisting of about 1,000 British and 3rd Bengal Europeans, the greater part of Meade's Horse, and a field battery.

"Meanwhile, in the short interval allowed them, the rebels were exerting themselves to strengthen their position, in early and vigorous manner. To defend the fort, indeed, they appear, whether in want of time or of spirit, to have made no serious preparations. But they disposed their forces so as to observe and hold the roads leading upon the city from Indore, Sopore, and the north, and, as was told, under the direction and personal supervision of the Rana of Mandla, who, clad in male attire, and attended by a picked and armed escort, was constantly in the saddle, ubiquitous and unafraid. Tantia Toppe and the Nawab of Banda left the place soon after their capture by their troops, and have made, it is supposed, for Jhansi, seeking the dark chambers of fortitude, and leaving to their hands the open battle-field. But before their departure, indeed, upon their arrival—they proclaimed as sovereign of Gwalior the Peishwa Nana Sahib. One Ram Rao Govind, a friendly and discarded *employé* of Scindia, was appointed Prime Minister. Four zemindars of the country, imprisoned by Scindia for past turbulence, were released, invested with dresses of honour, and commissioned to repair to their lands, lying between Gwalior and the Chambal, and do their best to oppose the passage of British troops down from Agra. A Minister, called of Justice, was appointed—a Moulvie, formerly in the service of the Nana. But the gravity of the great difficulty. The rebels from Calcutta, and the revolted soldiers of the Maharajah, were at best but sullenly civil to each other, and were unanimous only in demanding a liberal donation. This request, their leaders were disinclined to grant, not merely because they were short of money, but also because they had reason to fear that large numbers of their men would desert even the colours of fanaticism under such hopeless circumstances, if they could only load their belts with a fair freight of gold mohurs or rupees. Accordingly, by soft words and liberal promises, combined with sounding proclamations and the din and glare of incessant field-days and parades, the rebel chiefs endeavoured to silence their importunate followers. But, as may be supposed, these dusky Pretorians knew their strength, and insisted on the concession of their claims as a condition of further service. It was necessary at all hazards to bid for them, and now the leaders had money in their hands. Among the principal attendants of Scindia in his last visit to Agra, last January (when he came, not as a fugitive, but as a king), was one Amerchund, a man of the Bhatia caste, the chief officer of his treasury. This man now repaid his master's trust by going over to the rebels and giving up to them the treasure. Out of the funds thus obtained, the troops received a sum equivalent to five months' pay—three as arrears, two as an advance. Then, as was foreseen, desertions became numerous. With or without their arms, the mutineers slipped away to seek their villages, and sink, if possible, the soldier in the field labourer or the herdsman.

"While Sir Hugh's force was still assembling in advance of Indore, Sir Robert Hamilton, present with the army as Governor-General's agent, sent a despatch to Scindia, at Agra, requesting him to move down at once to Chumbul, that he might be in readiness to present himself at Gwalior immediately upon its being occupied by the British, or, perhaps, previously to the assault. Accordingly, the Maharajah quitted Agra on the evening of the 13th with all his followers, escorted by a party of Meade's horse, and reached Dholpore on the 14th. Here he found Colonel Riddell's force encamped, that officer not deeming it advisable to cross the river unless (which hitherto had not occurred) the rebels should present themselves on the further bank. Arrived at Dholpore, the Maharajah was joined by a considerable number of fugitives from Gwalior. On the next day, the 16th, heavy drizzle was heard to the southward, in the direction of Gwalior, distant thirty-seven miles, and the night had not long fallen when an express arrived from Sir Robert Hamilton announcing the capture of the Moorar Cantonment, the first of the operations against the town and fort of Gwalior. Scindia mounted at once, and still escorted by Captain Meade and his troopers, crossed the river, and took the road to the capital.

"We have now to trace the progress of the British columns converging under Smith in the south, and Rose in person on the east. The latter, whom we left at Sopore on the 15th, broke up his camp at that village on the morning of the 16th, and marched towards Gwalior. Three miles to the eastward of the city and fort, and therefore between them and Sir Hugh's advance, lies the Moorar Cantonment, formerly the head-quarters of the Contingent. On reconnoitring the station Sir Hugh found that it was occupied by the enemy in force. An immediate advance was ordered. The enemy's fire was at first smartly sustained, but the First Brigade turned their left flank, silenced the guns, and drove them through the whole length of the cantonments in great rout. Emerging at the other end of the lines on their proper right, the Second Brigade was upon them, and as they fled towards the city, horse artillery, cavalry, and infantry, followed in hot emulation. For the two former arms the ground was little favourable, but the infantry, advancing in skirmishing order, made play with their rifles, and in one part of the field were engaged, if on a small scale, yet most desperately. A party of the sepoys had taken refuge from the pursuing horse artillery in a deep and narrow nullah, out of which they kept up a fire from their muskets. A company of the 71st came up, and went straight at them. Wyndham Neave, leading the Highlanders, was shot dead at the edge of the ditch, but the next instant his men were down among the rebels, and his death was sternly avenged. Steadily the European bayonet bore down the native tulwar. The wounded sepoy hugged the fatal steel, to deliver with his failing strength one last cut at his opponent. All that hate and despair could do was done, and in vain. Not a man left the ditch alive. The corpses numbered forty-three. Of the Highlanders, besides poor Neave, three were killed and five more were severely wounded by sword cuts. No other loss is reported on the English side, and that of the rebels was light. But the Moorar Cantonment was occupied, and, in anticipation of further and complete successes, an express was, as I have said, at once despatched to Scindia to bring him down to the scene of action.

"Meanwhile Brigadier Smith's column—wing 8th Hussars, wing Bombay Lancers, 95th, Bombay 10th Native Infantry, and a Bombay troop of horse artillery—joined, as I have said, by Orr and his men of the Hyderabad Contingent, was advancing from Antree, where the junction had taken place. Early on the morning of the 17th, the Brigadier was at Kota-ki-Serai, ten miles from Gwalior, on the little river Oomrar. Beyond this point the road crosses or winds among successive ranges of hills till the plain in which Gwalior lies is attained. Below, and in front of the first of these ranges, the enemy's pickets were observed from Kota-ki-Serai when morning broke. Skirmishing parties of infantry were thrown across the stream, and a squadron of the 8th Hussars followed to reconnoitre, when they were fired at.

from a concealed battery. An advance in force was now ordered, the 8th charged and took the battery of three guns, and the infantry occupied the first range of heights. On our side Lieutenant Rose and the 8th, was killed or died from sunstroke, and Crelock, of the 14th, and Anderson, of the Bombay Lancers, were wounded. On the 18th, the enemy is credibly reported to have fallen no less notable a victim than the Rance of Jhansi. Either by the bullet of a rifleman or a fragment of a shell—for reports differ on this point, as they are likely to do—this determined and valiant, if cruel and abandoned man, met an end not unbecoming his soldierly qualities. Her body was not found; was burnt at once, it is said. The effects which she had saved from the general wreck at Jhansi fell to her rebel confederates.

On the following day, the 18th, Smith's force remained quiet, waiting to be joined by Sir Hugh Rose. For Sir Hugh, seeing that the strong positions of the enemy lay all in front of his subaltern officer, whose force alone might not be sufficient to carry them, determined to join him by a flank march with the greater part of his division. On the 18th, by a circuit of twelve miles to his left, he attacked his foe. The following morning reconnoissances of the positions of the enemy on the heights were met with smart resistance, and gradually, by the impetuosity of the rebels, were turned into a general action. The whole force advanced—the 86th in skirmishing order on the left, the 71st similarly on the right, the 95th and Bombay 25th and 10th Native Infantry supporting. The 86th took the troublesome guns on the heights opposed to them—the 71st were equally successful. All the high ground cleared, the force appeared at the edge of the plain of Gwalior, about a mile broad. Cavalry and infantry were here in numbers; but as the Hussars and Bombay Lancers and the infantry skirmishers advanced, they fled in all directions, pursued by the cavalry. By three in the afternoon, after a running fight of more than five hours, the town of Gwalior was occupied, and the enemy was in full flight, leaving twenty-seven guns in the hands of the victors. Our loss from the enemy has been trifling though many have suffered severely from the sun. Two other officers, however, than those I have mentioned, were wounded, Colonel Raine and Lieutenant Sexton, of the 95th.

On the following day Brigadier Napier, with a flying column of cavalry and horse artillery, went after the fugitives, who were heading towards Koroili and Jeypore. Other columns watched their flanks. The Brigadier caught them up on that or the following day, took twenty-five more guns (making fifty-two in all, fine pieces of Scindia's), an immense quantity of ammunition, and killed many. 'In the field,' telegraphs Sir Hugh, 'the enemy killed are lying about in every direction.' This good service performed, the Brigadier returned to Gwalior on the 23rd. Last any considerable body of the fugitives should get as far as Jeypore and be troublesome, a force was to leave Nasirabad for that quarter on the 27th. Scindia's faithful treasurer, Amerslund, has been captured, as we learn from Dholpore, on the 26th, by whom does not appear.

The Maharajah was now to be restored to his recovered capital; and accordingly on the 20th, having arrived in camp the day before, he again took his seat on the royal cushion, attended by Sir Robert Hamilton, Sir Hugh and his staff, and escorted by the 8th Hussars, 14th Light Dragoons, 71st, 86th, and 95th. One mournful event marred the completeness of the day's success. The famous fort of Gwalior was reported to be evacuated, but a shot fired from its walls at the cavalcade proved that it was still occupied. That this was the case had become known during the morning to Lieutenant Rose, of the 25th Bombay Native Infantry, stationed at the Kotwalee in the town. Finding upon inquiry that the enemy still in the fort numbered only ten or fifteen men, Rose proposed to Lieutenant Waller, of the same corps, who was with him, to go up with their party of sepoys and take the place by storm. The other agreed. A blacksmith forced the outer gate for them, and they with their men rushing up forced five gates in succession, and gained the top unhurt. Here they separated their little band of about twenty-two bodies, and while Waller attacked and shot the men who had worked a gun at the assailants during their ascent, Rose cut up another small party of the rebels after a desperate hand-to-hand fight. From this encounter he escaped unhurt. But immediately afterwards, while advancing a few paces alone, he was shot through the body from behind the wall by a Pathan, who, then emerging from his concealment, rushed upon Rose and gave him ten more wounds with a sword. He then advanced upon Waller and his party, by whom he was shot down. The fort was taken, but poor Rose's wounds proved rapidly fatal, to the very great concern of the whole force, to whom he was known as an excellent officer. Lieut. Rose was no relation to the General.

Gwalior thus recaptured, the Central India field-force will be broken up, as but for the fall of that town and fortress it would have been after the taking of Calpee. Temporary barracks are being run up, and Brigadier Napier is named as to remain in command. Sir Hugh Rose will return to Poona.

The practical results of the military movement have been considerable. In twenty days the Maharajah lost and won back his capital. On the 1st of June he fled to Agra, deposed by a rebel army of 11,000 or 15,000 men. On the 20th, he was reinstated with all the pomp required by the circumstances, and the rebels had been killed or dispersed and deprived of their guns—taken from the Maharajah's own arsenal.

A general order has been issued by the Governor-General of India, expressing his high gratification at the re-capture of the town and fort of Gwalior by Sir Hugh Rose, and ordering, as a mark of his appreciation of the Maharajah's friendship, that a royal salute in honour of the event should be fired at every principal station in India.

OUR SUCCESSES IN OUDE AND ROHILKUND.

Whilst our successes are thus cheering in that portion of India in which Bombay troops are employed, the intelligence received from Oude and Rohilkund is no less gratifying in a political point of view. In the latter province order is perfect; whilst on its southern border an incident of considerable influence on future movements has occurred. The celebrated Lucknow Moolvie, Ahmed Oolla Shah, whilst on a plundering expedition, with 500 horse, against the chief of Poonaw, was killed, his head cut off and taken into Shahjahanpore on a pole. Other chiefs have also perished in other quarters.

It will be recollected that movements of large bodies of rebels were taking place round Lucknow in the early days of June, and that insurgents of every grade were described as concentrating themselves at Naraungee, Barra Bantia, near the Gogra, south-east of Lucknow. After strengthening Oonao and Poonwa, Sir J. Hope Grant moved to Chibhot with a division of 5,000 men, and a siege train, on the 12th of June. On his approach the enemy came out, 18,000 in number, to meet him, bringing heavy guns to their front in the plains, and attacking him at once in front, rear, and flank. They were allowed to advance within 200 yards, when our guns opened on them with terrific effect. They were repulsed in all directions, 800 or 900 of them killed, and they lost five guns. Sir J. Hope Grant then retired to Chibhot, having had but few casualties from the enemy's fire, but many from the effects of the sun.

A NEW PROCLAMATION.

Almost simultaneously with Sir H. Rose's victory came the news that Lord Canning had issued a new proclamation to the people of Oude. Its tenor is as follows:—

"The Right Honourable the Governor-General hereby notifies, for the information of all those concerned in the present rebellion, his ultimate views and intention regarding principals, seconds, and followers engaged in the same during the past twelve months.

"To all parties immediately concerned in the murder of Christian British subjects, no hope of pardon, on arrest, can be held out; they must pay the forfeit the laws of this and every civilised country have decreed to a brutal and gratuitous slaughter of the unprepared, the defenceless, and the innocent; they are out of the pale of humanity, and the magnitude of their offence while they live will ever call aloud for retribution. We therefore cannot make any terms.

"To all those who have offered asylum to refugees or others, being the numbers of Christian British subjects, and known to them to have been such, or who have been leading movers against the authority of the British Government, and have persistently acted throughout this rebellion against

the constitution and power of the British Government, the Governor-General's offer of pardon, on their punishment will be proportioned to the offences they have committed against the State. All those who shall surrender on or before the 30th day of September next, and have their lives granted to them, at a which date, should they still continue in arms, or in any position to the Government, their several cases shall be summarily dealt with by the authority in whose hands they may chance to fall, whether civil or military.

"To all others, second to principals, zemindars, sepoys disbanded, fugitives throughout the country, or any person whatsoever in arms against the Government, not acting on his own free will and authority, but aiding and abetting some principal, the Right Hon. the Governor-General offers at once a general amnesty. Let them return to their homes and pursue their ordinary avocations, using their best endeavours to maintain peace and quiet. Their estates shall be guaranteed, and an act of oblivion thrown over the past. Should they, however, still continue to bear arms against the British Government, they must bear the consequences of their own acts. The time for clemency will have passed away."

MISCELLANEOUS NEWS.

In Behar, the hands driven out from Jugdespore by Sir Edward Lugard committed great ravages amongst the indigo factories on both banks of the Ganges. What is worse, Lamber Singh, after being driven out and committing these ravages, had returned to Jugdespore. Rat-trav, with 500 Sikhs, and Brigadier Douglas, from Buxar, were sent to put him down.

At Allahabad, Sir Colin Campbell and Lord Canning were united. In the Doab all was pretty quiet. Tej Singh, of Mynpoorie, frightened at the arrival of Riddell's column at Dholpore, surrendered. Gunga Singh, the Chief of Bah, near Delhi, had joined the Gwalior rebels.

In the southern Mahratta country all was quiet since the death of the Rajah of Nurgund, "the Durbar of Meeraj and Sangalee having surrendered between them 100 cart loads of ammunition and all their arms."

Two of the murderers of a Mrs. Matthews, in Delhi, in July of last year, have been hanged. They were principals in the act, and the case was a very horrid one. Mrs. Matthews was a very old woman; they stripped her and covered her with straw, to which they set fire, hoping by this torture to induce her to show where her money was hidden. The murderers died as they had lived, fanatics to the last. They addressed the crowd, and said, "Salaam Hindoes and Mussulmans, take notice, we die for our religion."

Major General Tulloch, C.B., communicates to a contemporary the following extract from a letter dated Fort William, Calcutta, June 17th:—"The wretch Nema has been at last caught. It is just as well he did not get into Central India."

DESTRUCTION OF THE BOURSE AT ANTWERP BY FIRE.

A letter from Antwerp, dated Monday morning, 2.30 a.m., says:—

"At the moment I write, an immense disaster is occurring in our city. The Bourse of Antwerp—that place to which so many glorious souvenirs are attached, and which by its late improvement had become the admiration of all foreigners—is nothing more than a heap of rubbish and smouldering ashes. The glass roof fell with a frightful crash, and the enormous pieces of the metal framework broke like glass on falling to the ground. Every part of the building, in fact, is destroyed, and it was with great difficulty that the neighbouring houses could be preserved. The civil and military authorities, the troops, the firemen, every one did their duty, but nothing could be done as to the Bourse, which will be burnt to the last fragment."

"The fire appears to have arisen in an upper room, on the side of the Courte Rue des Claires. It was there, at least, that the flames were first seen, and in half an hour the place was enveloped in fire. The Bourse contained the chamber of commerce, the tribunal, and the record office, the syndical chamber of the stockholders; the syndical chamber of the Antwerp brokers; and the telegraph bureaux. Nothing is saved. All the archives of these various bodies are lost. . . . I have just returned from the scene of the disaster, and in spite of the united efforts of a crowd of workmen and the engine the fire continues. The ceilings which surmounted the arches of the interior galleries have just caught fire, and part of the turret on the side of the Place de Meir has fallen."

TURKISH SLAVES.—A letter from a Catholic missionary in Abyssinia, says:—"The number of slaves carried off from Ethiopia annually is several thousand, and three-fourths of them are young girls, aged from seven to twelve, and are of Christian parents. The principal ports from which they are sent are Souakin, from which about 2,000 depart, Massouah 2,500, Adules 500, and Toujovra and Zela 2,000. The children are conveyed to Arabia, where they are sold for about 1,000 francs each; and from Arabia they are despatched to all parts of the Mussulman empire for the great men's harems."

LIFE IN TURKEY.—Five thieves some time since entered the farmhouse in the neighbourhood of Ismit, but finding nothing worth carrying off, told the steward that if his master did not, within six days, deposit a sum of 15,000 piastres in a certain spot, all his cattle should be destroyed. The steward duly delivered the message to his master, but the latter paid no attention to the threat. At the time appointed all the cattle were found with their throats cut. A day or two after a second demand was made for 60,000 piastres, with the threat that in default the farmhouse would be burnt down within a fortnight. Information was then given to the authorities, and a detachment of police, disguised as peasants, set themselves on the watch. At the time appointed the robbers appeared—eight in number, and well armed. Finding themselves in a snare, they fired on the police, and killed one. The fire was returned, the leader of the band fell, and the others were arrested and lodged in prison at Constantinople.

RESIGNATION OF THE KING OF HOLLAND.—"According to intelligence received from the Hague," says the Paris "Presse," "the King of Holland has expressed his determination to abdicate. The Prince of Orange has been eighteen years of age on the 4th of September, then attaining his majority. It is even said that King William III., who is at present at Wiesbaden, will not return to Holland. The motives of this determination are unknown; but it is remembered that at the death of his father, the present King, who was then in England, refused at first to ascend the throne, and did not return to Holland until after having hesitated some time."

ABDEL KADER AS MEDIATOR.—The Paris correspondent of the "Globe" says:—"The alarming state of the whole Ottoman empire, and the simultaneous outbreak of Moslem fanaticism in various provinces of Asia Minor, has suggested the summons from Broussa of Abdel Kader to Constantinople, with a view to give him a kind of roving commission, as Pacha extraordinary, all over the East. Abdel has known enough of European enlightenment to mitigate considerably in his spirit the intensity of the Prophet's stringent imprecations; and as impracticable minds can no longer effect anything but mischief in the west as well as eastwards, there is wisdom in giving such a man full legitimate powers from the Father of the Faithful."

TRADE AND THE PASSPORT SYSTEM.—The French people have found out that the recent passport system will not do. A petition to the Emperor is in course of signature at Metz, praying for a relaxation of the recently established severe rules with respect to the visa of passports. "The result of the new regulations," says the petition, "is a marked diminution of the number of foreign visitors to Metz; and if the present state of things should continue, it is certain that those industrial undertakings which grew up when international communication was frequent and easy will be threatened with destruction."

RELIGION IN ETHIOPIA.—In the highlands of Ethiopia, Major Harris found a so-called Christian kingdom, a national establishment dating from the earliest ages. By this church saints and angels are invoked, the Virgin and St. Michael are made scarcely subordinate deities, a crowded calendar of saints receive honours, and half the year is composed of fasts and festivals. It enjoins also confession to the priest, whose curse is dreaded by the people as the last calamity, while they confidently rely on the almsgiving and penances he imposes as an expiation of sin. Its most extraordinary peculiarities are certain usages and ceremonies, either borrowed from the Jews or retained from the Ethiopic faith. Their churches, which generally are small and mean, resemble precisely the Jewish temple; they are divided into three parts; the innermost is the holy of holies, and may be entered by the priest alone. The service is in a dead language, and dancing is one of the ceremonies. They keep in the same manner, and with equal strictness, the seventh day and the first—the Sabbath of the Jews and the Lord's-day of the Christians. They observe the Levitical prohibitions as to unclean animals; they wash their cups and platters as a religious duty; they will not eat with Pagan or Moslem, nor taste of flesh that has not been slain in the name of the Trinity. They practise circumcision, not asserting it to be obligatory, yet rigorously imposing it on every Pagan convert to Christianity. They allow of concubinage. They are all baptised once every year, commemorating the baptism of Christ at the Epiphany by a religious procession to the river, into which men, women, and children enter in a promiscuous and shameless crowd. Facts of extraordinary frequency are observed with unexampled strictness—on every week, on Wednesday and Friday; while, reckoning all the holy days together, one entire half of the year is thus occupied.—JEWISH CHRONICLE.

A POLITICAL VIEW OF THE NEW GOLD FIELDS.

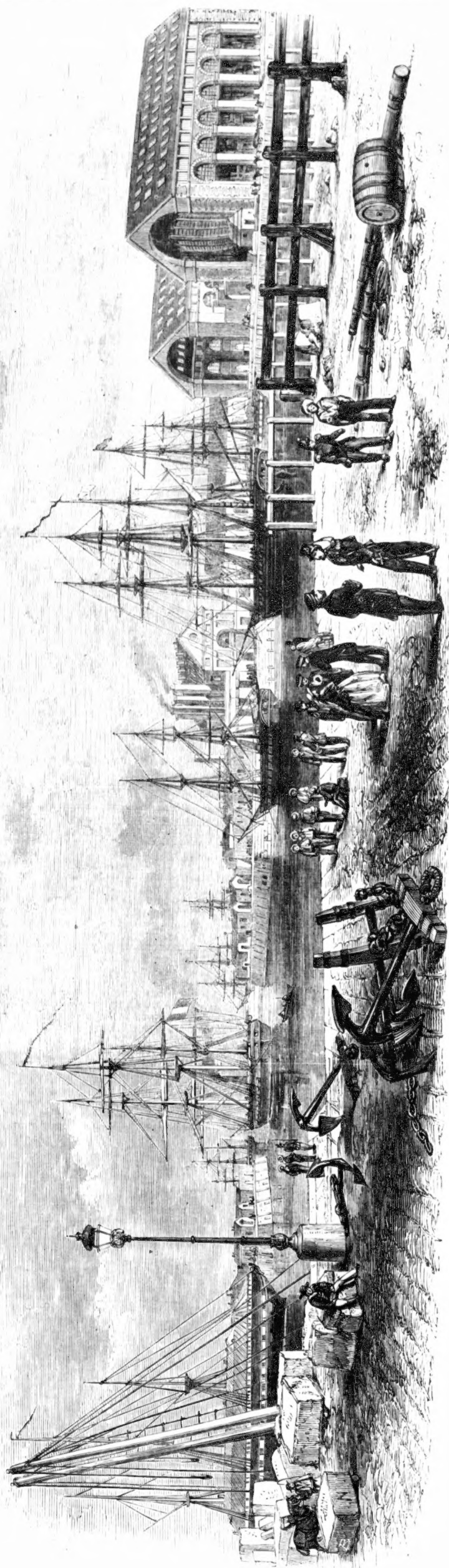
A CORRESPONDENT of the "Daily News," writing from Toronto, says:—"The gold discoveries on Fraser's River continue to be the great subjects of interest. Every mail from California brings accounts of fresh discoveries of gold, more proofs of the richness of the new fields. The immense number of Californians who have left San Francisco for the British territory is sufficient proof that the statements are not exaggerated, correspondents of the American journals having had time to visit the mines and send back reports. The effects of these discoveries on British interests on this continent can hardly be exaggerated. A wealthy and populous British colony will at once be established on the shores of the Pacific, possessing the greatest advantage which any country can enjoy in its inexhaustible supplies of coal. Ever since California became a place of importance, the Americans have been endeavouring to discover a better means of communicating with it than those afforded by the Isthmus of Panama, and have surveyed no less than four railway routes across the continent. All admit that difficulties nearly insurmountable are encountered on all these routes. They cross barren lands—on which there is neither fuel nor water—of a breadth varying according to latitude from 300 to 700 miles. To make a railway over these wastes is difficult, but to keep it open even more difficult. It is a fact beyond dispute—admitted by Americans themselves, and proved by the exploration of the Hudson's Bay Company's late surveyor, Mr. Thompson—that there are no such barren lands in our territory, that the fertile prairies watered by the Great Saskatchewan river run up to the base of the Rocky Mountains, and, being rich in coal beds, can supply everything necessary, not only for the running of the road, but are capable of supporting a population which will ultimately afford a remunerative way traffic. In crossing the mountains, also, the British route has an immense advantage. In the best of the American routes two ranges must be crossed, and I believe the lowest practicable pass is 4,000 feet above the plains. As you go north the ranges are less elevated; and Mr. Thompson, whom I have quoted before, reports a pass only 900 feet above the level of the prairie. There is a magnificent enterprise for the employment of British skill, industry, and capital. A connection with China in 25 days is one of the mere incidental advantages; the great result is the formation of a British Empire on the north of this continent, equal in power to the United States. We have had ample evidence that the Red River and Saskatchewan districts are capable of maintaining a population as Canada, and already there are thousands talking of emigrating thither. If the Hudson's Bay Company could be finally got rid of, and the land be placed under the authority of the Canadian Government, to whom it legally belongs, the new districts would attract large numbers of our own people as well as foreigners. The provincial authorities have already established as a first step a monthly mail to the Red River. It is conveyed by steamer from Collingwood on Lake Huron (93 miles north of Toronto, per Ontario, Simcoe, and Huron Railway) to Fort William, at the head of Lake Superior; and from thence Captain Kennedy, well known as a commander of one of Lady Franklin's expeditions, is to convey it, by boat, to the Red River. A company will be chartered by Parliament this session to open the route to the Red River by improving the water communication and constructing connecting links of railway when necessary. With about sixty miles of road a good route can be made to the Red River, and then by Lake Winnipeg, and the magnificent navigation of the Saskatchewan, boats can be rowed to the very base of the Rocky Mountains. This water communication can be used at once, with very little expenditure of capital, but the rail must ultimately be resorted to. On the whole line to the Pacific there is probably not more than 300 miles of country which is not arable; and by adopting the system of land-granting for the construction of the road, which has proved so successful in the States, an ample remuneration for stockholders might be provided."

There seems to be no doubt that our new gold fields are extremely rich, and spread over a wide area. One explorer says: "Wherever we prospected (above Fort Yale) we found gold—at some places more, at others less; but we found gold everywhere. At the Rapids or Falls' 20 odd miles above Fort Yale, where the water fell near 15 feet over the rocks and prevented our ascending higher (in their canoe) we prospected and found gold very plenty." "Near the Falls and from Sailor's-bar up, many miners were at work, all with rockers. Gold very fine—requiring blankets to be spread in the bottom of the rockers to save the fine particles. There are, undoubtedly, plenty of bars containing gold. By the use of quicksilver twice as much gold could be saved, as some of it is as fine as flour." The miners already at work were earning a great deal of money, and the eagerness in Canada and among the miners in California to get up to the new diggings amounted to a mania. "A steamer is reported to be on the berth, and the steam company's office is besieged by applicants for passages, hundreds fighting and scrambling to be the first to secure the tickets. So serious is 'the pressure from without' that a posse of policemen has to be on the spot, sometimes to preserve order and to keep the applicants in line, according to the priority of their arrival at the door." We read of one vessel that it "appeared perfectly black with human beings, crowded in every part of her when she drew away from the wharf. Her proper complement is 800, and she would not be comfortable with more than 600 passengers. She took 1,600 'at least.' We cannot escape the fear that much misery must at first arise from so large and sudden an influx of immigrants into a country where the necessities of life have all to be imported."

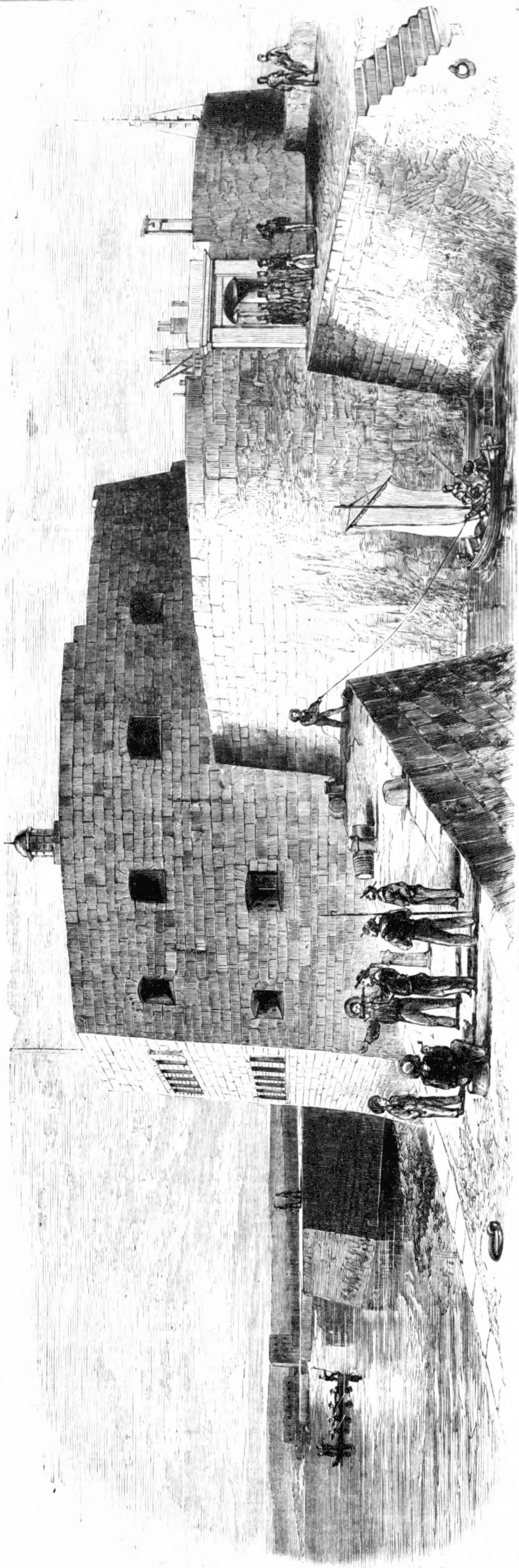
THE QUEEN'S VISIT TO PRUSSIA.—The "Court Newsman" officially announces that it is the intention of the Queen and the Prince Consort to leave England upon a visit to the Prince and Princess Frederick, at Potsdam. Her Majesty and the Prince Consort will leave England upon the 10th of August, and cross to Antwerp, from whence they will proceed by railway to Potsdam, sleeping one night on the journey.

A SENSIBLE DECISION.—The Roman Catholic priest of a village of the diocese of Raab, in Hungary, was lately cited before the ecclesiastical tribunal for having caused the bells of his church to be tolled as a mark of respect on the death of the Protestant pastor of the village. But it has been the custom in Hungary for a great length of time for the Catholic and Protestant clergy to live on good terms, and the tribunal refused to entertain the complaint.

SUNDAY AND WEEKDAY RELIGIONS.—It is not often that we get so good a "cutting" from the American papers as the following:—"The tides come twice a day in New York Harbour, but they only come once in seven days in God's Harbour of the Sanctuary. They rise on Sunday but ebb on Monday, and are down and out all the rest of the week. Men write over their store door, 'Business is business,' and over the church door, 'Religion is religion,' and they say to Religion, 'Never come in here,' and to Business, 'Never go in there.' 'Let us have no secular things in the pulpit,' they say. 'We get enough of them through the week in New York. There all is stringent and biting selfishness, and knives, and probes, and lancets, and hurry, and work, and worry. Here we want repose, and sedatives, and healing balm. All is prose over there; here let us have poetry. We want to sing hymns and to hear about heaven and Calvary; in short, we want the pure Gospel without any worldly intermixture.' And so they desire to spend a pious, quiet Sabbath, full of pleasant imaginings and peaceful recollections; but when the day is gone all is laid aside. They will take by the throat the first debaucher whom they meet, and exclaim, 'Pay me what thou owest. It is Monday.' And, when the minister ventures to hint to them something about their duty to their fellow-men, they say, 'Oh, you then are preaching. You do not know how to collect your own debts, and cannot tell what a man may have to do in his intercourse with the world.' God's law is not allowed to go into the week. If the merchant spies it in his store, he throws it over the counter. If the clerk sees it in the bank, he kicks it out at the door. If it is found in the street, the multitude pursue it, pelting it with stones, as if it were a wolf escaped from a menagerie, and shouting, 'Back with you! You have got out of Sunday.' There is no religion in all this. It is mere sentimentalism. Religion belongs to every day—to the place of business as much as to the church. High in an ancient belfry there is a clock, and once a week the old sexton winds it up; but it has neither dial-plate nor hands. The pendulum swings, and there it goes, ticking, ticking, day in and day out, unnoticed and unheeded. What the old clock is in its dark chamber, keeping time to itself, but never showing it, that is the mere sentimentality of religion, high above life, in the region of airy thought; perched up in the top of Sunday, but without dial or pointer, to let the week know what o'clock it is, of time or of eternity."

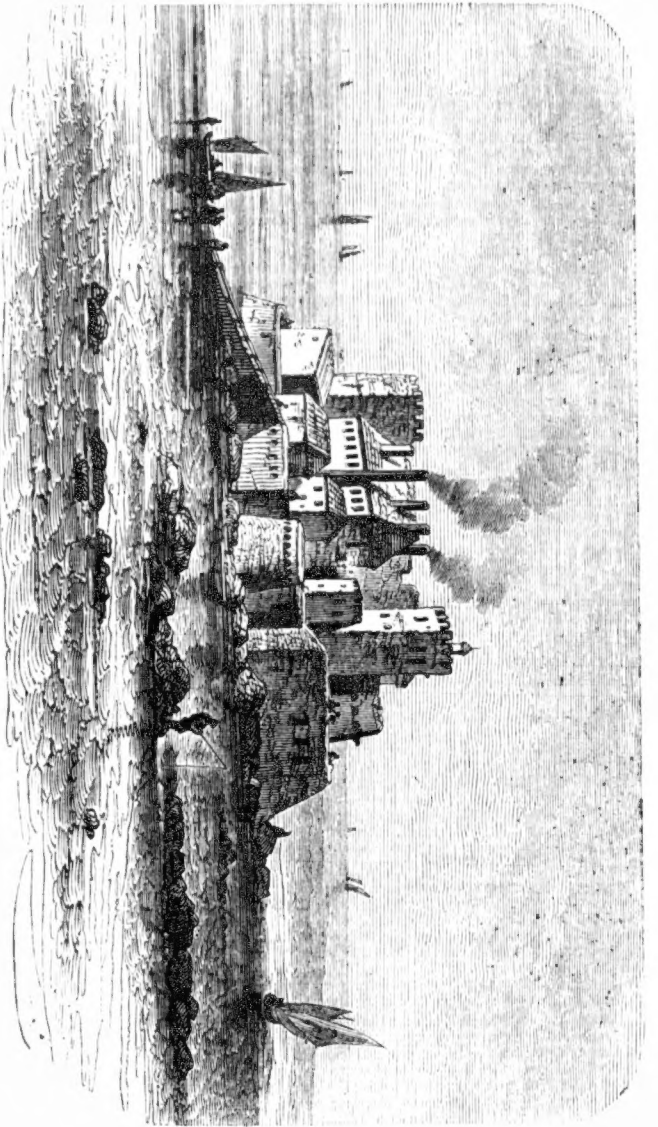


THE ENTRANCE TO THE MILITARY PORT, CHERBOURG.



THE CENTRAL AND WEST FORTS ON THE MOLT, CHERBOURG.

THE FRENCH ON THE INVASION QUESTION.—The French press has done its best to show that we have nothing at all to fear from Cherbourg, though we do observe some little difference of sentiment in the matter. Thus the "Moniteur de l'Armée" observes, that, notwithstanding all the advantages of railways, it is impossible for an army of invasion—even if destined only to proceed by land—to be got ready without the country threatened being warned a long while beforehand. How much more impossible, therefore, must it be to surprise a neighbouring country with an army that must be embarked in ships! The French military journal, in support of its arguments, calls to mind the fact that the 37,000 men composing the invading army of Algeria, which sailed from Toulon on May 24, 1830, required three months preparation, and the assembling of a fleet of 100 ships of war, and 400 merchantmen for transports, before they could be got to sea. The "Moniteur de l'Armée" recommends these figures to the consideration of the "Times," remarking that they are of a nature to allay the apprehension that England will wake up some fine morning and find two or three hundred thousand Frenchmen effecting an unexpected landing on her coasts. The "Univers," however, takes quite another view of the matter. It protests against the pacific interpretation given by the most reasonable of the Paris papers to the Cherbourg works. It exclaims:—"A great nation should always boldly avow its arms, and never permit them to be misrepresented. Let us proclaim aloud that Cherbourg has been created by a hostile feeling towards England, and that otherwise its creation would have been unnecessary. The position of Cherbourg is so significant, that, as an English journal has admitted, it forces Great Britain to keep a squadron always prepared for action. In the event of a war in the Mediterranean, Cherbourg would weaken England, for it would be necessary for her to watch that port with a fleet in order to prevent rapid steamers from throwing an army on to British soil. The French nation understands these advantages—a fact which explains the immense interest it takes in Cherbourg. Nations possess instincts which are never deceived. This port, the advanced sentinel on the way to England, which watches Portsmouth and Plymouth, proclaims to Great Britain that the French navy is resuscitated. Those who still love their country, and are jealous of its greatness and glory, ought to be vain of Cherbourg."

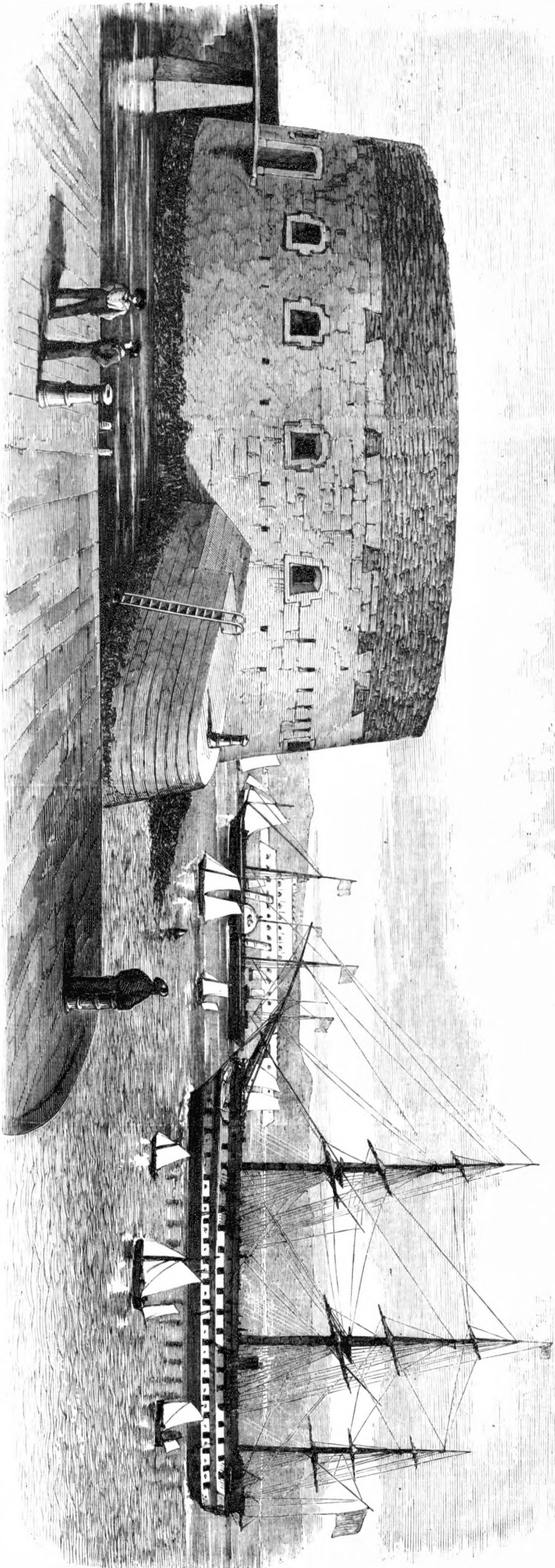


IMPERIAL FORT ON THE ISLAND OF PELÉE.

THE FRENCH EMPEROR IN BRITAIN.—A correspondent writes:—"The visit of the Empress to the favourite Breton saint, St. Anne, at Avray, on August 15th, is expected to be a great card. The sub-prefect of Brest, a gentleman named Soumain, has written a circular to the mayors of the department, telling them that he is already authorised to offer good places to themselves, their assistants, the municipal councils, and a deputation of the inhabitants of their respective districts, to see the pageant when the Emperor comes." In the conclusion of his circular the exuberant loyalty of this zealous functionary breaks out in the following terms:—"There never was such a great day for Brittany as this. You never before had the honour of a visit from any sovereign whatever. But now the sovereign who is coming to you is the Emperor Napoleon, the greatest monarch, whether you regard his name or his personal achievements, that you will ever see. Follow, therefore, the insupportable extent of your love for him and the Emperor; and if you cannot to the full extent of your wishes make a display of magnificence, remember this, that no pomp or ceremony whatever can equal the spectacle of an entire people united to hail its emperor—the elect of God and of the nation. I beg you to cause this circular to be read in the Breton language, at the foot of the cross, after service on Sunday."

PROUDHON A FREIGHT.—M. Proudhon, the notorious Socialist, was sentenced some time since by the Police-court of Paris to three years' imprisonment for having published a blasphemous libel. He appealed from the sentence, and the cause was again called on lately, but M. Proudhon was not forthcoming. It was stated to the court that he had gone to Brussels. The sentence is confirmed, but it is not expected that Proudhon will return to France.

THE BONAPARTE AND THE ORLEANS FAMILY.—The late Duchess of Orleans was in receipt of an allowance from the French Government, namely, the sum settled on her Royal Highness at her marriage. On the death of the Duchess, it was hoped—indeed, it was fully expected—that his Imperial Majesty would continue the allowance to the Comte de Paris and the Duc de Chartres, but we have good reason to believe this expectation will not be realised, and that a communication has been received which destroys all hope of the young princes ever receiving any portion of their mother's allowance from the Emperor.—*COURT JOURNAL.*



THE EAST POINT OF THE MOLE, CHERBOURG.

IRELAND.

LORD RODEN IN THE PRIVY COUNCIL.—Lord Roden was on Monday sworn in a member of the Irish Privy Council at Dublin. His name will be recalled as that of a vehement Protestant, who some years ago got into disgrace with the then Government in connection with the Orange Lodges.

MR. SPURGEON IN BELFAST.—Mr. Spurgeon himself is announced to appear in Belfast on the 17th instant. The rev. gentleman was invited to meet the Earls of Erne and Roden, but previous engagements prevented him from accepting the invitation. One of the local papers says that Lord Eglinton may be passing through Belfast about the day of Mr. Spurgeon's visit, and in that event his Excellency might be disposed to attend the service.

THE PROVINCES.

BOILER EXPLOSION.—As the men employed at the engine works of Messrs. R. Morrison and Co., Ouseburn, Newcastle-upon-Tyne, were assembling to commence work one morning last week, when one of the large boilers in the establishment suddenly burst, the explosion tearing off the roof of the shed. Large fragments of metal were hurled in various directions, and eight men and boys were severely scalded. Two of them are not expected to recover.

THE LIVERPOOL BIGAMY CASE.—Mr. Field, whose case has excited a great deal of local interest, has been again brought before the Birkenhead magistrates. A number of letters were read from the prisoner to the second wife, after which detective officer Scott detailed the particulars of the prisoner's capture at Chester. The evidence against him was complete, and he was committed for trial at Chester assizes, bail being refused.

INCENDIARISM.—Solston Common, about twelve miles from Nottingham, and the property of Lord Palmerston, was wantonly set on fire by a collier named Hozlebrook. Fortunately, he was caught in the very act of igniting the gorse; was taken before the Nottinghamshire magistrates, when he acknowledged his offence, and was committed for trial.

GENEROUS WOMAN.—A lady dropped her purse on the platform of the Birmingham railway station. It was picked up by a constable, who found it contained about £70. Next he found a lady in a high state of excitement, who gave a correct account of the contents of the purse, and to whom he restored it. The lady put it into her pocket, informing the policeman that she hadn't anything less than a half-crown, or she would have given him something as a reward for his honesty.

MR. URBURGH AND HIS DISCIPLES.—The party which clings to the political gospel as preached by Mr. David Urburgh, have had a meeting at Manchester to consider the question of the Danubian Principalities. The meeting voted a repudiation of the practice of the English Government interfering in the affairs of other States, and also a declaration that the independence of Turkey was the only safeguard against the irruption into Europe of barbarians.

A THIEF IN THE POLICE FORCE.—In September of last year, the captain of a ship, while witnessing the execution of Captain Rogers at Liverpool, lost his watch, which was recently pledged by police officer 357, Alexander Bowie. On being questioned as to how he came by it, he gave various accounts, the one to which he finally adhered being that he found it in a brickfield near the place of execution; had kept it for three months, and then had pawned it. He has been sent to jail for two months, and ordered to be dismissed the force.

MURDER IN GLOUCESTERSHIRE.—Two carters, Daniels and Bailey, accompanied by a boy, named Vizard, left Wick, Gloucestershire, with a load of timber, and returned with them at night. The boy was afterwards missed, and nothing was heard of him until the carter Daniels went into the timber yard, and coolly informed the persons there of the death of the boy, saying, "He is dead in the stable." And there the body of the boy was found cold and stiff, lying in the hayrick. Death had been occasioned by violence. The two carters have been committed on the charge of wilful murder.

MADNESS.—Eliza Cart, and her husband, a collier of Nailsea, in Somerset, led a life of disagreement. One day last week, when her husband was absent, she sent three elder children out of the house, took three younger ones into a bed-room, and endeavoured to cut the throat of one of them, a little boy. He resisted, crying piteously, "Oh, don't, mother! don't!" However, she murdered the child, and the other children would have been killed also, but their cries called some neighbours into the house, when the wretched woman cut her own throat. The wound is not likely to prove fatal. An inquest has been held on the child, and a verdict of wilful murder returned against the mother.

SUICIDE OF A PRISONER IN BRISTOL JAIL.—A man named Thomas Silcox, who was convicted at the last Bristol Quarter Sessions of receiving a quantity of stolen goods and sentenced to three years' penal servitude, has hanged himself in his cell in Bristol jail.

THE FISHERIES OF THE SEVERN.—Great excitement recently prevailed amongst the Severn fishermen near Newnham, in consequence of a gentleman, said to be connected with the Wye fisheries, having seized all the fishermen's nets. The cause of the seizure was an alleged infringement of an Act of Parliament which directs that no nets of less than 5-inch meshes shall be employed in the salmon fisheries. The fishermen contend that the meshes of their nets were all of the dimensions required by law, and that the seizure of their property was therefore totally unjustifiable. This assertion seems supported by the fact that in most of the cases the nets have been returned, and, we are told, claims for compensation have been admitted.

CATHOLIC OUTRAGES IN WOLVERHAMPTON.—At Wolverhampton, which was recently distinguished by the rather warm controversies, an anti-papal lecturer, called Baron de Camin, and the Irish labourers of the town, a city missionary named Clarke has been very severely beaten by "the Romans." He was preaching on Sunday morning at the corner of the street, when he was hustled by some Irishmen, knocked down, and kicked till he became insensible. He was also wounded in the head by a stone. Such outrages as these ought to be put down vigorously.

CONVICT DISCIPLINE.—The miseries of convict life have been illustrated in a case tried at Maidstone. A convict named Haynes, was indicted for escaping from the hulks at Deptford. He said that the horrors of Pontonville model prison had had such an effect on his mind, that, when removed to Deptford, he in some degree lost his reason from the sheer sense of relief, and that he then ran away. Baron Bramwell thought the act but natural, and merely added to the original term of the man's punishment the few months he had been subtracted from it by his escape.

DOUBTFUL.—A Mr. William Barker, a farmer owning considerable property near Canterbury, was tried at the Maidstone assizes, on Saturday, on a charge of setting fire to some of his own buildings. The remarkable feature of the case was that he applied to the fire office for a sum of money representing only the exact value of the property destroyed, so that his motive could not have been one of gain; but it was thought that his object was simply to burn down the old buildings that the insurance company might build him new ones. As he was proved to be of somewhat weak intellect, Baron Bramwell postponed the sentence.

THE STORM ON THE BORDER.—Kelso, Jedburgh, Berwick, and Gala shiels, and the neighbourhood were visited by a severe thunderstorm on Saturday week, with floods of rain. Great injury was done to the grain crops, and several fields of turnips were completely washed away. The storm raged with great violence over the greater portions of the counties of Durham and Northumberland. In the latter county it was the most severe yet felt. The stone arch which carries the North-Eastern Railway over the river near the Luckier station was partly destroyed by the forces of the current. The brooks and rivers became very much swollen, and considerable damage was done to the roads. At Newcastle, a great quantity of rain fell, and the storm was severe along the range of the English border, from Carlisle round by Whitehaven. At Carlisle, a huge ball of fire, with a lighted up the whole town with a lurid glare, fell, but did no mischief. Near Whitehaven, a one-masted flat was wrecked, and the crew perished.

THE STADE DUES.—The report of the select committee on the Stade Toll condemns it as a great obstruction to British commerce with Hamburg, and an impost for which no service whatever is rendered. In consequence, the committee recommend that notice should be given to put an end to the treaty by which England recognises the right of levying the toll.

DESERTERS.—The number of men who deserted from the army and militia in the United Kingdom during the six months ending 31st of March last was 15,436. Of these 8,141 were recovered, and brought back to the service. The expense of the recoveries was £1,333; and the expense on account of billets was £6,051.

POSTAL COMMUNICATION WITH AUSTRALIA.—The very unsatisfactory state of the postal communication with Australia called together the members of the Australian Association on Thursday week, to come to resolutions suggesting a remedy. No one disputed the fact that all the schemes tried hitherto have failed, and that the colonists are deeply mortified and disappointed thereat. The contest lay between the advocates of the Suez as opposed to the advocates of the Panama route. What was wanted is forthrightly made. It was shown by Mr. Yorke that the Suez route was the shorter and quicker, and the meeting decided by 16 to 6 that, "whereas the Imperial Government has not yet been able to perfect a monthly service, via Suez, this meeting does not deem it advisable to apply for a second service via Panama, until a monthly communication by the former route be satisfactorily established." A variety of other resolutions were adopted having relation to details.

DISTRIBUTION OF THE VICTORIA CROSS BY HER MAJESTY.

On Monday evening her Majesty for the third time since the institution of this great order of valour conferred the Victoria Cross upon her soldiers. This took place at Portsmouth. The weather was fine, the arrangements were excellent, and the whole affair passed off with enthusiasm and completeness.

The place was admirably adapted for the spectacle, and we quite envy the Portsmouth people the arena for the display of such *fêtes* which they possess in Southsea Common. This common, as most of our readers are aware, is at the water's edge, dividing Portsmouth from Southsea, with the esplanade shutting it in from the sea, and a long gentle slope overlooking it towards the north side. Thus, the whole common forms a square arena, the four sides of which so completely dominate the plain that everything which takes place in it can be distinctly seen by thousands of spectators. The arrangements for the spectacle in such a scene as this were easily made. In fact, it was only necessary to mark lines beyond which spectators were not to trespass, and the affair arranged itself. A marquee was pitched just under the esplanade, on the common, for the accommodation of her Majesty, and before this was a raised dais covered with scarlet cloth, on which the Royal party stood during the distribution. In advance of this again was the place reserved for the gallant recipients of the cross, and in rear of these, so as to stretch in one line of contiguous columns and form an immense semicircle, were the troops of the garrison. Behind the Royal pavilion, on the extensive slope forming the esplanade, stood the general public, and on each side of the Royal dais was a small square enclosure, each capable of containing 600 people, and to which admission was only to be gained by tickets. Unfortunately, these two select enclosures were the only spots from which an entirely good view of what took place could not always be had.

Our readers, to fill in the picture, must imagine a faultless day of Queen's weather—the long bank along the esplanade side of the common decorated with flags and banners of all nations—a bright, cool, crisp-looking sea, with a noble fleet dressed in colours in the middle distance, crowds of yachts and the picturesque shore of the Isle of Wight for a background.

The attendance of general spectators was most numerous. All Portsmouth was afoot, of course, and with it also was the fashionable population of Ryde, clad in all the eccentricities of English seaside costume. Visitors, too, came in rapidly by the South Coast Railway, and all the adjacent towns and villages contributed their quota to the general mass, till Southsea common was, for the time being, converted into one of the most densely populated places of its size in the Queen's dominions. All the portions of the common set aside for the public were early occupied, while the road was thronged with carriages of all descriptions. The reserved seats were not occupied till late in the day, but by four o'clock all the places were filled, and the public sat themselves down to patient waiting. Those who could see the fleet from the esplanade watched its movements closely to gather the first indication of the approach of the Royal visitors. A little before four o'clock, and all at once, the sailors could be seen swarming up the shrouds like bees. There was a little pause till the *Royal Albert* gave the signal with the first gun, and then like a file fire, the Royal salute ran along the line from ship to ship.

There was a long pause after this till the Royal yacht was seen flying over the waters between Osborne and Blockhouse Point, when the ships in the harbour manned yards as before, while another salvo thundered from the saluting battery below the town. The troops of the garrison were late on the ground, but they made an imposing display when they did come. They formed in contiguous columns along the common from north to south, and in this order awaited the arrival of the Queen.

Soon after the troops formed up there was a hum among the people, and murmurs of admiration ran from mouth to mouth along the crowds as the little line of officers and men whose noble gallantry and devotion were then to be so signally honoured came upon the scene, and moving very slowly across the common, took up their position in front of the Royal marquee.

The line of recipients was a very thin one, for there were only twelve men in all, nine commissioned, two non-commissioned officers, and one private soldier. Among them were some, of course, who during the recent struggles in India have made their names illustrious, but there were some also who received the cross for acts of gallantry performed in the early stages of the Crimean war. Such is the first of the gallant twelve, Lieut.-Colonel E. W. D. Bell, 2nd Battalion 23rd Fusiliers, whose medal was earned by a long series of gallant deeds, commencing at the Alma and extending throughout the whole Crimean campaign.

The second, Lieutenant-Colonel M. D. Dixon, R.A., is also a Crimean, and his cross was gained on the occasion of opening fire for the fourth time on Sebastopol, on the 17th of April, 1855; "for determined gallantry in defending a battery until sunset, under a very heavy fire of musketry, shot, and shells, and after the explosion of the magazine in the battery, which more or less disabled six guns and killed and wounded ten men."

The third officer on the list was Deputy-Inspector-General of Hospitals, James Mount, C.B., late 6th Dragoons, of whom the "Gazette" says, who at Balaklava dressed the wounds of Lieutenant-Col. Morris, under a heavy fire from the enemy, and, by stopping a serious hemorrhage, he assisted in saving that officer's life.

The fourth recipient was Major T. Esmonde, late of the 18th Royal Irish, who also gained his cross in the Crimea, and whose deeds of personal courage under the most trying circumstances were sufficient to entitle him to the Victoria Cross twice over.

The fifth officer is one of our Indian heroes. He is of the 2nd Punjab Cavalry, Captain (now Major) Dighton Macnaghten Probyn, who has been distinguished for gallantry and daring throughout the campaign.

The sixth officer was Captain H. C. Elphinstone, R.E. His cross was earned before Sebastopol on the memorable 18th of June, 1855.

The seventh was Captain Alfred Stowel Jones. At the battle of Agra he charged at the head of his squadron a large body of the enemy's cavalry, when a most desperate hand-to-hand *mêlée* ensued. In the course of this, after much hard fighting, Lieutenant Jones had his bridle-arm broken by a ball, and, thus disabled, was dismounted, surrounded by the enemy, and, if such an expression can be used towards a man who is still alive, he was literally almost cut to pieces, receiving no less than twenty-three bullet and sabre wounds in different parts of his body. One of the sabre wounds was of the most frightful kind; even, indeed, among the bloody records of the cavalry charges at Balaklava, there is no parallel case of any one receiving such a gash and yet living. While endeavouring to rise from the ground, though already a mass of wounds, Lieutenant Jones was cut down by a Bengal horseman. So trenchant was this stroke, that it literally cut through the whole of the left temple, left eye, and part of the left cheek bone, laying bare the brain. Yet, though it seems almost incredible, Lieutenant Jones managed to recover not only from this wound, but from the twenty-two others he had received besides, though it is difficult to imagine any more ghastly disfigurement than is left by the scar of this awful sword-cut.

The eighth officer was Lieutenant Robert Blair of the Scots Greys, who appeared with his arm in a sling. His act of bravery dates the 28th of September, 1857, and is thus characterised in Hope Grant's despatches:—

"A most gallant feat was here performed by Lieutenant Blair, who was ordered to take a party of one sergeant and twelve men and bring in a deserted ammunition wagon. As his party approached, a body of fifty or sixty of the enemy's horse came down upon him from a village where they had remained unobserved. Without a moment's hesitation, he formed up his men, and, regardless of the odds, gallantly led them on, dashing through the rebels. He made good his retreat without losing a man, leaving nine of them dead on the field. Of these he killed four himself; but, to my regret, after having run a native officer through the body with his sword, he was severely wounded, the joint of his shoulder being nearly severed."

The ninth recipient was Deputy-Assistant-Commissary of Ordnance

John Buckley (Bengal Service), for conspicuous gallantry in the memorable defence of the Delhi magazine on the 11th of May, 1857.

The tenth was Colour-Sergeant H. McDonald, R.E., to whom the cross was awarded for gallant conduct when engaged in effecting a lodgment in the enemy's rifle-pits in front of the left advance of the right attack on Sebastopol.

The 11th was Sergeant Henry Ramage, of the Scots Greys, who has earned the cross of valour on three distinct occasions:—

"First, for having at the battle of Balaklava galloped out to the assistance of private M'Pherson, of the same regiment, on perceiving him surrounded by seven Russians, when by his gallantry he dispersed the enemy and saved his comrade's life.

"Secondly, for having, on the same day, when the heavy brigade was rallying and the enemy retreating, finding his horse would not leave the ranks, dismounted and brought in a prisoner from the Russian lines.

"Also for having dismounted on the same day, when the heavy brigade was covering the retreat of the light cavalry, and lifted from his horse Private Gardiner, who was disabled from a severe fracture of the leg by a round shot. Sergeant Ramage then carried him to the rear from under a very heavy cross fire, thereby saving his life, the spot where he must inevitably have fallen having been immediately afterwards covered by the Russian cavalry."

The 12th and last, was Private Joel Holmes, of the 84th Foot, "for" (says Major-General Havelock) "distinguished conduct in volunteering to assist in working a gun of Captain Maude's battery under a heavy fire, from which gun nearly all the artillerymen had been shot away."

Such were the men and such the services which the Sovereign thus honoured and rewarded on Monday evening at Portsmouth in the presence of both army and navy.

It was getting full on half-past four; the people were anxious, and the Queen's reputation for punctuality seemed in danger, when the guns, commencing again for the last time from the saluting battery, showed that her Majesty was really near at hand. The Royal party had landed at the Queen's stairs, and thence proceeded through the town. It is needless to say how enthusiastically they were everywhere received, and as they came upon the common the eagerness and enthusiasm of the people increased. Her Majesty, with the Royal children, was seated in an open carriage. On her right rode Prince Albert; on her left the Duke of Cambridge, both in full uniform. Behind came a brilliant staff, including Sir Richard Airey, quartermaster-general, Major-General Wetherall, adjutant-general, Colonel Lord Burghesh, Colonel Clifton, Colonel the Hon. James Macdonald, Colonel Ponsbury, Colonel Biddulph, &c. General Yorke Scarlett sat in front of the line of troops; and as the Royal cortège came upon the ground the whole force, with a simultaneous movement, gave the Royal salute, presenting arms and lowering colours, with most impressive effect.

The Royal party immediately proceeded down the line, minutely inspecting the trim of the men, and then returned at once to the dais. As they did so the staff was joined by some of the lords of the Admiralty—Lord Lyons, Rear-Admiral Sir George Seymour, Rear-Admiral the Hon. G. Grey, Captain Egerton, of the *Royal Albert*; Captain the Hon. G. F. Hastings, Clarence Yard; Rear-Admiral R. C. Dacres, Vice-Admiral Robinson, &c. Her Majesty stood upon the dais with the Prince Consort and Duke of Cambridge on her right, and immediately proceeded to confer the crosses. Each recipient advanced in the order in which we have placed their names, saluted her Majesty, and then stood while the Queen with her own hands affixed the cross to their breasts. Beyond this operation, which lasted only five minutes, there was nothing to remark save that the spectators amused themselves with commenting on the grace or otherwise with which each recipient retreated from the Royal presence, and in which manœuvre the non-commissioned officers were, to say the least, as completely *au fait* as the best of the officers.

The decoration over, the Victoria Cross heroes formed in a line on the left of her Majesty, while all the troops on the common marched past. This over, the troops then resumed their original stations, and advancing at slow time again gave a grand Royal salute, and this concluded the ceremony of the day.

The Royal party then left the ground, and, accompanied by the same manifestations of loyalty, returned through Portsmouth and embarked for Osborne, the fleet manning yards and saluting as before.

VALUE OF THE LATE VICTORIES IN INDIA.—"In war the moral effect of a successful engagement is sometimes not to be measured by the list of killed and wounded, the number of guns taken, or any of those things which figure so brilliantly in the despatches. The victory just achieved by Sir H. Rose is an example in point. We have reason to believe that the effect upon the native mind has been greater than even the most sanguine could have hoped. In short, it may be said that the impression has been as far beyond, as that created by the capture of Lucknow fell short of expectation. At one moment Sindia was beaten, a fugitive, his capital taken, plundered, and garrisoned by the enemy; the next instant, as it were, the rebels are overthrown, Gwalior retaken, and Sindia triumphantly restored. This is the sort of contrast which prodigiously impresses the native mind, and is worth a year of slow success. We have learned, from indisputable authority, what the views of the natives are at this epoch of the war. The rebels have changed their tactics; they are, or were, in hopes of wearing us out by perseverance, and by spreading the revolutionary movement over a vast space. The well-affected and the neutrals were fairly of opinion that, if we could sustain, for some time longer, the great efforts we have recently made, our triumph would be certain. They were anxiously watching to see if we relaxed our exertions, in that case predicting that the war would be indefinitely protracted, with a prospect of eventual success to the rebel cause. The fall of Gwalior, therefore, and the despatch of very considerable reinforcements, are exactly the well-timed blow to make the balance descend in our favour, and we look now with the greatest confidence to the result."—*Homeward Mail.*

COOKING FOR THE ARMY.—Mr. Soyer has built a model kitchen in the Wellington barracks. It was opened last week in the presence of Lord Rokeby. Experiments were made with the rations of the troops, with a highly satisfactory result, as in lieu of the usual daily insipid soup and over-dome meat, Mr. Soyer produced, out of the same amount of rations, the following excellent bill of fare, namely—semi-steamed mutton and soup, pea-soup, stewed beef and pudding, salt pork with cabbage, salt beef, stewed beef with dumplings, roast mutton, roast beef, fried potatoes, *sauté* beef, *sauté* mutton, *sauté* liver, rice pudding, and plain boiled rice.

PAPAL INTOLERANCE.—The Marquis of Sligo, a Protestant, has been married, according to the rites of the English Church, to Miss Nugent, a Roman Catholic. The bride and bridegroom are distant relations, and within the grounds of affinity proscribed by Rome. The Pope, however, whenever he likes, grants special permission to persons so circumstanced to marry; and such permission was sought in the present instance, in order that the lady might have the satisfaction of a second marriage according to the ceremonies of her own faith. This was refused, though the Pope granted permission in the case of the sister of Lady Sligo, notwithstanding that the degree of relationship to her betrothed was nearer. But in that case the bridegroom was a Catholic as well as the bride; while in the other instance he is a Protestant.

THE NEW DIVORCE COURT.—"The Law Times" says:—"The petitions for judicial separation already entered in the Divorce Court are very numerous—to be counted, we believe, by hundreds—and many more are in preparation. We have looked at the reported business of the present assizes, expecting to find that advantage had been taken of the very much less expensive tribunal there provided; but have found none. On the Western Circuit one case was entered, but it was not tried. Nothing has appeared in the others, so far at least as we have been able to discover. Why is it? Has this tribunal escaped the notice of the country solicitors? Or is there an aversion on the part of suitors to have such delicate subjects discussed in their own neighbourhoods in the hearing of their neighbours? It is a remarkable fact that the much-desired opportunity being given for a tribunal that should bring justice in this form 'home to their own doors,' to use the popular phrase, nobody is found to avail himself of it."

THE RUSSIAN FLEET.—The efforts which Russia has been making for some time past to increase her navy are so considerable, says a letter in the "Vienna Gazette," that her own building yards are not sufficient for the purpose. She has been having vessels built in England, France, and America, under the superintendence of officers of the Russian navy. The re-organisation of the Baltic fleet is now complete, and reckons 27 ships of the line, and several smaller vessels, without counting gunboats. A large number in the Black Sea has been reduced, the Government has endeavoured to compensate for this loss by increasing the flotilla in the Caspian Sea, and by creating a respectable naval force in Eastern Siberia, and at the mouth of the River Amoor.

INNER LIFE OF THE HOUSE OF COMMONS, NO. 84 DYING.

The House had for some time past been in a dying state; but even in death the ruling passion asserted its power. Members would talk, though there were scarcely any listeners, and although they knew that only condensed reports of their speeches would appear in the papers. For instance, on Monday, the 26th, Mr. Wilson, albeit there were only fifty members present, must have his say on "Harbours of Refuge." Under the power of his eloquence, the fifty dwindled down to thirty; but still the Hon. Member went on. When he sat down, Sir John Lubbock replied; and then, with such a House, and at that point of the session, and especially as Sir John had consented to grant a commission, the matter ought to have dropped. What was the use of talking when the commission of inquiry was granted? What more could be achieved? But, alas! that is not our way. We do not necessarily cease talking when all is done that can be done. It is not the question here—What can be done?—so much as—What can be said? There were now some twenty-five members present—no more, for we counted them; and of these twenty-five, twenty spoke. They were all of them sea-coast members, and of course were anxious to show to their constituents that they were not wanting in zeal to secure a harbour for the locality which they represented.

On the next day, we were surprised by an inroad of some 150 members. Life, on the preceding evening, seemed almost extinct; but now it had suddenly flared up again. The occasion was this:—My Lord had returned the India Bill with a favourite clause, compelling competitive examination in the civil and army services, struck out; and when this became known, members rushed up from the country to restore this clause. And this they did, and sent the bill thus restored back to the Lords with "reasons." Then came a *dilettante* debate on the Wellington Monument, which kept the House tolerably together; but that being finished, away flew the great majority of the members, and left the House to Colonel Freestun and some twenty listeners. Now surely we shall go; Colonel Freestun will hardly bring on his motion upon the important subject of subalterns' pay at this hour, and with such a House. But he did, though. The Gallant Colonel had kept his hobby-horse saddled and bridled during the whole of the session, vainly expecting a clear road for a ride, and now that he had got one, he determined to mount, albeit there were only twenty spectators to admire his horsemanship. It may be asked, "Why did not they count him out?" Well, listen for a few minutes, reader, and we will tell you the reason why. Mark, then, that the adjournment had not been moved, and if the House had been counted out before the motion had been carried, we must, by a standing order, have met on the following day at the usual hour. This is the law. But we did not intend to meet on the following day, as there was nothing to do. We wished to adjourn over until Thursday, and so we were obliged to tolerate the Gallant Colonel, in order that the adjournment might be regularly carried. And, further, there was a still stronger reason why this motion must be carried. If the following day had been any other day than Wednesday, we might have met at four o'clock, and forty members not being present, adjourned at once. But on Wednesday, as you know, the House meets at twelve, and by another standing order, cannot be counted out between twelve and four. If any one notices the fact between these hours that forty members are not present, the House suspends business until the attendance of forty is secured, but it cannot adjourn. And so you see the Gallant Colonel had us safe, for if we had counted out we must have adjourned on Wednesday; and as it would have been exceedingly difficult to have got forty members to come, Mr. Speaker would, in all probability, have been obliged to sit from twelve until four on the following day, doing nothing. And so we had nothing to do but to grin and endure until the Gallant Colonel should see fit to sit down. He spoke for half an hour, and then several others spoke; and when the debate closed there were six members present, and when the adjournment was moved, three.

SUSPENDED ANIMATION.

But on Thursday we were in sore case, for then we had to suspend business for four hours, and yet could not adjourn. The cause was this: At half past five the paper was cleared, and we might have gone home, but there was this hindrance—certain bills were expected with amendments from the Lords. These amendments would have to be considered by the Commons, and unless we waited that notice of consideration for the next day might be given in due form, we should have to sit on Saturday; and rather than do this, we waited. Mr. Speaker, of course, left the chair and retired to his private room. The two principal clerks also evacuated their seats, leaving only Mr. Ley to keep watch. The members all left but General Thompson, who, for some time, sat perched in the back bench, alone and solitary. The door-keepers were at the doors, of course, and the messengers were in their places as usual; because, though Mr. Speaker was gone, and the principal clerks gone, and all the members gone, except the old General, the mace was on the table and the House was still in session. The reporters were also present in their gallery, for, although there was for four hours nothing to report, it was not safe for them to leave. And the Strangers' Gallery, strange to say, was occupied by some fifty or sixty spectators, who amused themselves by speculating upon the names of the members who one by one sidled into the House, chatted for a moment with Mr. Ley and then flitted out again. And also about the bumble, wondering whether it was "Oliver Cromwell's bumble," &c., &c. Occasionally a minister would drop in to see how the land lay, and then all was anxiety in the gallery to know who he was. "Is it Disraeli?" "Is it Lord Stanley?" And if any wag were there, who knew the ministers, there was a fine opportunity for humbugging. A friend of ours was regularly "sold" up there one night. He was a country editor, and being in town, got into the gallery and inquired of a gentleman near, who appeared to know everybody, which was Roebuck. He studied well, as he thought, the outward appearance of the Honourable Member for Sheffield, and on the following morning elaborated a pen and ink sketch: for the benefit of his readers. Fortunately, however, we happened to meet him in the lobby next evening, before posting his sketch; and, more fortunately still, Roebuck went by. "That," said we (acting the part of show-man), "is Mr. Roebuck." "What? that short man?" "Yes." "Nonsense! Mr. Roebuck is a tall man, with bushy whiskers. I saw him last night and studied him well." "That's Mr. Roebuck, and if you do not believe you shall see." "Mr. Roebuck," said we to the Honourable Member, "will you give our friend an order?" "Certainly!" and he wrote one which he handed to our friend, and great was his dismay to see at the bottom the autograph of Arthur Roebuck. We found out, afterwards, who it was who sold our friend—he is also a correspondent of a country paper, has Irish blood in his veins, and, of course, delights in chaff. But to return to the House. At half-past nine, there was a bustle. Mr. Speaker returned; Mr. Disraeli, Lord Stanley, and some dozen other members. "Now," whispered the strangers, we shall have some speaking; but they were disappointed. For all they heard was some disjointed phrases like this: "India Bill—considered—to-morrow—aye—no—ayes have it." And then the House adjourned.

MONDAY.

It is easy to see that this is the last day of the session. There is an absence of all that hurry and rushing to and fro which characterise members on ordinary days. They are standing in groups, chatting as if they had nothing particular to do. And then, how generally the Speaker smiles; how radiant the ministers look! with what a brisk step the Serjeant marches into the House with the mace on his shoulder for the last time! And all the officers of the House are clearly strolling the country air by anticipation, and already look the better for it. The whole House seems changed. The light is brighter; the atmosphere is more breezy. But here comes Black Rod. The doors of the House of Lords are thrown open, and Sir Augustus Clifford is on his way. Now the doors of the Commons House are banged to; Sir Augustus arrives and knocks; the doors are opened; and, heralded by the door-keeper, who walks to the Bar, and cries out "Black Rod," he

walks to the table, and summonses the House to the Lords to hear the Queen's Speech, and to receive formal dismissal. As far as this House is concerned, all business is over. In a quarter of an hour Mr. Speaker will retire, merely as a private gentleman, without mace or coronet, to his seat, and stand at the table, and in a friendly way read the speech to the members clustering round him, and then depart. In the place of the Lords, you notice that, after the Speaker, Mr. Disraeli takes his place as Leader of the House. And Palmerston walks up and down in the crowd. Last year Palmerston led the way. Who will lead next year?

Imperial Parliament.

FRIDAY, JULY 30.
HOUSE OF LORDS.

LAW REFORM.

Lord CAMERON announced his intention of introducing, early next session, two bills for the reform, in certain particulars, of the criminal law. The Lord CHANCELLOR introduced a bill for the reform of the law relating to bankruptcy and insolvency.

The bill was read a first time.

THE ACADEMY.

Lord DUNGEON gave notice, also for next session, of a bill on the subject of public houses; and Lord LYNDHURST said that he would call attention to the arrangements proposed for the regulation and accommodation of the Royal Academy of Arts.

ST. PAUL'S.

In reply to a question respecting the vacant plot of ground near St. Paul's Cathedral.

The Earl of DENBY stated that only half the vacant site was to be built upon, and in such a manner as not to interfere with a view of the edifice. The partial surrender of the ground would, he added, involve a sacrifice of £15,000.

The Militia Pay Bill, the Militia (Service Abroad) Act Continuance Bill, the Militia Act Continuance (No. 2) Bill, the Corrupt Practices Prevention Act Continuance Bill, the Judgments (Enforcement) Act Amendment Bill, and the Civil Bill (Enforcement) Act Amendment Bill, were respectively read a third time and passed.

The Lord STANLEY engaged in some conversation respecting telegraphic communication with India, which was generally considered to be unimportant.

The Consolidated Fund (Appropriation) Bill was read a third time and passed.

HOUSE OF COMMONS.

THE GOVERNMENT OF INDIA.

The Lord STANLEY's reasons for insisting on some of their amendments in the Government of India Bill having been brought up for consideration,

Mr. V. SMITH, pursuant to notice, urged a series of questions inquiring into the number of recruits actually despatched to India by the present Administration; the constitution and objects of the commission appointed to investigate the organisation of the Indian army; the amount borrowed under the Indian Loan Act recently passed; whether any instructions had been sent or were in preparation for transmission, proclaiming her Majesty's name and authority in India, and announcing the intentions of the Government respecting non-interference with the religion of the natives.

Lord STANLEY made a categorical reply, stating on the first point that the present number of British troops on service in India was about 86,000; on the second, that some modification had lately been made in the commission of inquiry respecting the re-organisation of the Indian army; and on the third point, the Noble Lord read a paper from the East India Company, which showed, as he submitted, a satisfactory condition of their financial affairs. On the fourth, he reminded that the issue of the proclamation concerning the transfer of sovereignty was still under consideration; and on the fifth, that the policy of the Indian administration with regard to religious questions would be that of strict neutrality.

After some remarks from Mr. Spooner, Mr. Roebuck, Mr. Kinnaird, and other members,

The CHANCELLOR of the EXCHEQUER described the tenor of the amendments on which the Peers had declared their intention to insist, recommending the House to waive their objections to these changes in the measure.

Considerable discussion ensued, in the course of which many arguments were urged in favour of the principle of open competition, the application of which to the scientific branches of the Indian army was abolished by the chief amendment introduced by the Peers.

A division was taken on the question that the House should not insist upon their objection to the Lords' amendments in the bill. There appeared—Ayes, 98; Noes, 53—45. The Lords' amendments were consequently adopted.

The Lords' amendments in the Local Government Bill, in the Government of British Columbia Bill, in the Art Union Indemnity Bill, in the Metropolitan Local Management Act Amendment Bill, and some other measures, were also considered and agreed to.

PEERS TO MEMBERS OF THE HOUSE.

Mr. SCHNEIDER called attention to the inconvenience arising from a resolution adopted by the House some time since, prohibiting any member from accepting fee or reward for promoting any case on which he might be called upon to decide in his legislative capacity. He pointed out many possible cases in which the Attorney-General and other law officers of the Crown might be seriously hampered in their duty by the effect of this resolution.

After some discussion and an explanatory speech from Sir F. KELLY, the subject dropped.

INDIAN AFFAIRS.

Colonel NORTH inquired whether any pension was to be bestowed on General Sir J. W. Inglis for his gallant defence of Lucknow?

Mr. MACARTNEY called attention to various deficiencies in the system of keeping and auditing the accounts of the War Department.

Mr. HAMILTON stated that the whole question of public account-keeping would be carefully considered during the recess.

Lord ELCHO called attention to the regulation at present existing respecting promotions in the army, and whose effect, he contended, was to prevent the advancement or decoration of meritorious officers merely because they had not completed the required period of service.

General PEEL replied to several questions that had been asked relating to his own department.

To the question respecting Sir J. Inglis, Lord STANLEY replied that the services of the gallant General were as fully appreciated by the Sovereign and the Government as by the public.

MONDAY, AUGUST 2.

HOUSE OF COMMONS.

CHRISTIANITY IN INDIA.

Mr. WARREN gave notice that early next session he should move a resolution expressing the opinion of the House as to the principles upon which the Queen's Government in India should be hereafter regulated with reference to the promotion of education, and the adoption of other preparatory measures for extending Christianity among the natives.

THE NATIONAL GALLERY.

In reply to Mr. T. DUNCOMBE, the CHANCELLOR of the EXCHEQUER said he had great pleasure in informing the House that arrangements had been made for opening the National Gallery on Saturday afternoons.

DIPLOMATIC RELATIONS WITH NAPLES.

Mr. T. DUNCOMBE moved the adjournment of the House for the purpose of drawing attention to the state of the kingdom of Naples and the political tyranny which the king practised upon some of his imprisoned subjects.

The CHANCELLOR of the EXCHEQUER said many distressing events in the kingdom of Naples might probably have been averted, had the diplomatic relations with this country continued. He could not say what prospect there was of these relations being renewed, but when they were renewed, he hoped it would only be under circumstances that would be generally satisfactory to the people of this country.

The motion for the adjournment was then withdrawn.

THE CHINESE WAR.

The CHANCELLOR of the EXCHEQUER, in answer to Mr. White, said that the energetic operations now proceeding in China led the Government to anticipate a speedy and satisfactory termination of the war.

PROROGATION.

The House of Commons was then summoned to the Lords, where Parliament was prorogued by commission, after a batch of bills had received the Royal assent.

The commission for proroguing parliament was read by the Clerk, at the table, after which the Lord CHANCELLOR delivered the following speech:—

"MY LORDS AND GENTLEMEN,

"We are commanded by her Majesty to express her satisfaction at being enabled to release you from the duties of a session which, though interrupted, has, by your unremitting assiduity, been productive of many important measures.

"Her Majesty is happy to believe that her relations with foreign Powers are such as to enable her Majesty to look with confidence to the preservation of general peace.

"Her Majesty trusts that the labours of the Plenipotentiaries now sitting in conference at Paris may lead to a satisfactory solution of the various questions which have been referred to them.

"The efforts, the gallantry, and devotedness displayed in India by her Majesty's forces, and those of the East India Company, have been above all praise; and her Majesty hopes that these efforts have already been so far crowned with success, that the formidable revolt, which has raged throughout a large portion of her Indian possessions, may now, under the blessing of Almighty God, be speedily suppressed, and peace be restored to these important provinces.

"In this hope, her Majesty has given her willing assent to the act which you have passed, for transferring to her direct authority the government of her Indian dominions; and her Majesty hopes to be enabled so to discharge the high functions which she has assumed, as, by a just and impartial administration of the law, to secure its advantages alike to her subjects of every race and creed, and, by promoting their welfare, to establish and strengthen her empire in India.

GENTLEMEN OF THE HOUSE OF COMMONS,

"Her Majesty commands us to thank you for the judicious liberality with which you have made provision for the exigencies of the public service.

"The present state of the revenue authorises her Majesty to entertain a confident hope that the supplies which you have granted will be found fully adequate to the demands upon them.

MY LORDS AND GENTLEMEN,

"The sanitary condition of the metropolis must always be a subject of deep interest to her Majesty, and her Majesty has readily sanctioned the act which you have passed for the purification of that noble river, the present state of which is little creditable to a great country, and seriously prejudicial to the health and comfort of the inhabitants of the metropolis.

"Her Majesty has also willingly assented to an act whereby greater facilities are given for the acquisition by towns and districts of such powers as may be requisite for promoting works of local improvement, and thus extending more widely the advantages of municipal self-government.

"Her Majesty trusts that the act which you have passed for the future government of the Scotch Universities, will be found highly advantageous to those venerable institutions, and will greatly promote and extend a system of sound moral and religious education in Scotland.

"The Transfer of Land Bill, which extends the powers hitherto exercised by the enumerated Estates Commissioners, and facilitates the acquisition of an inalienable title by purchasers of land in Ireland, cannot fail to be highly beneficial to the landed proprietors, and to advance the prosperity of that part of her Majesty's dominions.

"The act to which her Majesty has assented, for the establishment of the colony of British Columbia was urgently required, in consequence of the recent discoveries of gold in that district; but her Majesty hopes that this new colony on the Pacific may be but one step in the career of steady progress by which her Majesty's dominions in North America may ultimately be peopled, in an unbroken chain, from the Atlantic to the Pacific, by a loyal and industrious population of subjects of the British Crown.

"Her Majesty thankfully acknowledges the diligence and perseverance which have enabled you, in a comparatively short time, to pass these and other measures of inferior but not insignificant importance.

"Many of you, in returning to your respective counties, have extensive influence to exercise, and duties to perform, of hardly less value to the community than those from the labours of which you are about to be released; and her Majesty entertains a confident assurance that, under the guidance of Providence, that influence will be so employed, and those duties so performed, as to redound to your own honour, and to promote the general welfare, and the happiness of a loyal and contented people."

The Lord CHANCELLOR at the conclusion of the speech, announced that it was her Majesty's royal will and pleasure that Parliament should be prorogued till Tuesday, the 19th of October next, and in her Majesty's name he declared it should stand prorogued accordingly.

The Lords then dispersed. The Commons retired to their House, shook hands with the Speaker, and also departed. And so the session terminated.

(The following appeared in a portion only of our last week's impression.)

THURSDAY, JULY 29.

HOUSE OF LORDS.

The Commons' reasons for disagreeing with the Lords' amendments in the Universities (Scotland) Bill were considered. Their Lordships agreed not to press their amendments.

Several bills were read a third time and passed.

The Corrupt Practices Prevention Act Amendment Bill passed through committee.

On bringing up the report, Lord ELMER moved the omission of the first clause, which allows candidates to pay for the conveyance of voters to the poll. On a division, the clause was affirmed by 43 to 20.

The Commons' reasons for disagreeing to some of the Lords' amendments to the Government of India Bill were considered. Their Lordships abandoned their amendments with the exception of the principal one relating to competitive examination, and that only as far as regarded military appointments, which they thought should be made optional.

The remaining business was disposed of, and their Lordships adjourned.

HOUSE OF COMMONS.

Mr. SEYMOUR FITZGERALD, in answer to Mr. Stapleton, stated that Fernando Po had been long recognised as a Spanish settlement; it was transferred by Portugal to Spain. The proclamation forbidding schools and forbidding any person from going to any church or chapel, except a Roman Catholic church, was under the consideration of her Majesty's Government.

The Lords' amendments to the Public Health Bill, with one exception, were agreed to.

The Lords' amendments to several other bills were also considered.

Mr. COWPER moved for a copy of correspondence between the Committee of Privy Council on Education and the managers of schools and her Majesty's inspectors of schools, relating to the distribution, publication, and preparation of the annual reports of the inspectors.

Mr. ADERLEY, in assenting to the motion, mentioned that the rumour which had gone abroad that it was intended to discontinue the reports of the inspectors was erroneous.

It was agreed to consider the amendment insisted upon by the Lords in the Government of India Bill on Friday.

The other business was disposed of; and the House adjourned.

LATEST INTELLIGENCE.

THE ATLANTIC TELEGRAPH SUBMERGED.

The following despatch has been received by the directors of the Atlantic Telegraph Company:—

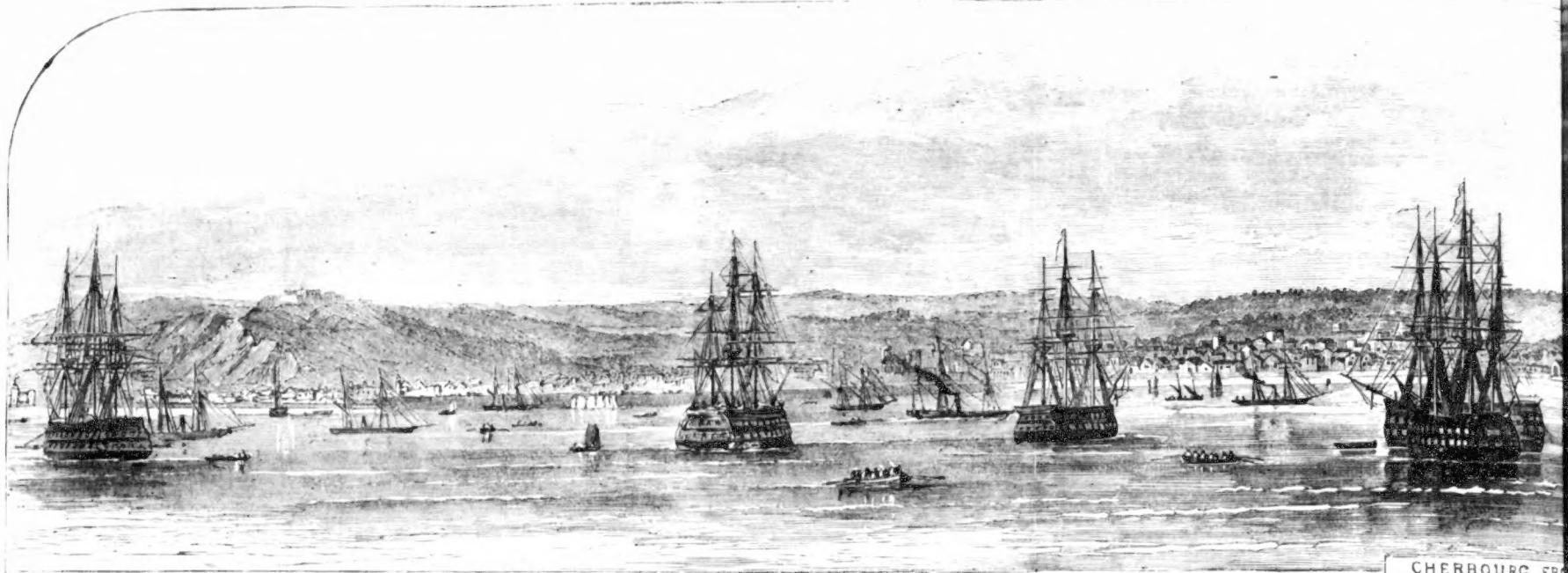
"VALENTIA, Aug. 5.

"The *Agamemnon* has arrived at Valentia, and we are about to land the end of the cable. The *Niagara* is in Trinity Bay, Newfoundland. There are good signals between the ships. We reached the rendezvous on the night of the 28th, and the splice with the *Niagara* cable was made on board the *Agamemnon* the following morning. By noon on the 30th, 265 nautical miles were laid between the two ships; on the 31st, 540; on the 1st of August, on the 2nd, 1,256; on the 4th, 1,854; on the 5th, at six in the morning, in Doulos Bay, 2,022. The rate of the *Niagara* during the whole time has been nearly the same as ours, the length of cable paid out from the two ships being generally within ten miles of each other. With the exception of yesterday, the weather has been very unfavourable."

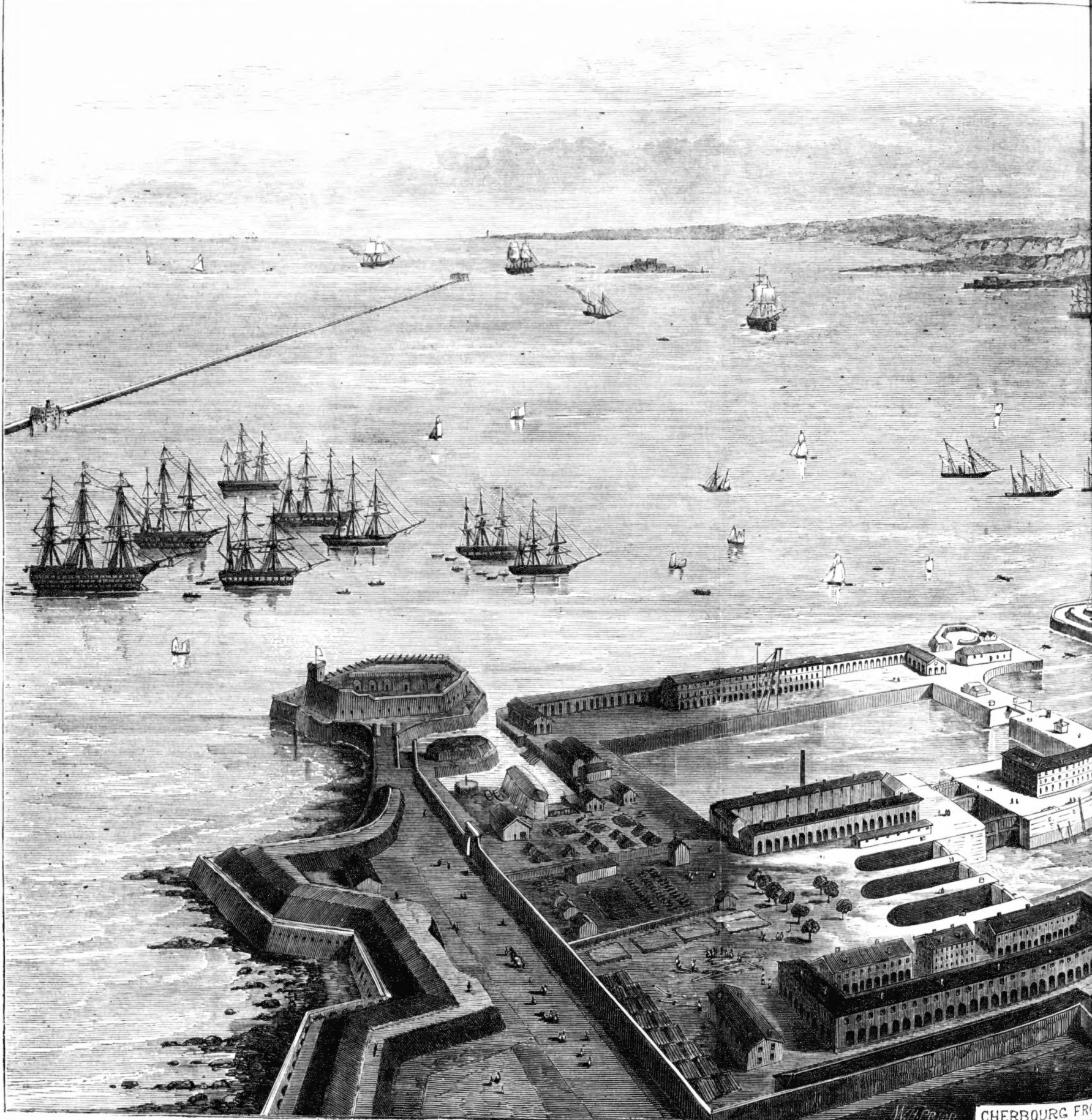
THE ANTWERP FORTIFICATION SCHEME.

The Chamber of Deputies, by a vote of 53 members against 39, has rejected the Government measure for the fortification of Antwerp.

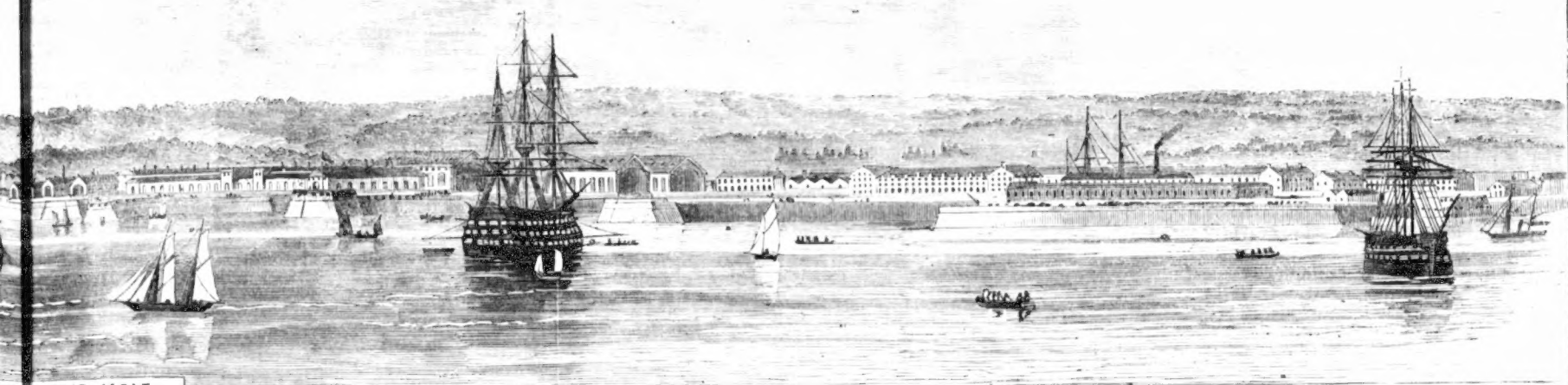
SEVERE INDISPOSITION.—A Sheffield constituent of Mr. Roebuck has taken him to task about the sudden illness which was alleged as the reason for his non-attendance at a meeting held at Manchester last Wednesday week on the subject of the Principalities, pointing out that Mr. Roebuck spoke in the House on the night before. Mr. Roebuck thus explains the affair:—"A Wallachian gentleman asked me if I would go to a meeting at Manchester on the subject of the Danubian Principalities. I said, Yes, in a mid-day meeting was held on Wednesday; but as I was bound to be in the House on Tuesday evening, and to attend a meeting of bank proprietors on Thursday at midday, the meeting must be at midday on Wednesday if I were to attend it. The gentlemen of Manchester, however, fixed the meeting for Wednesday evening, which would have forced me to travel all night and work all day on Thursday. This my strength would not enable me to do, and I said, so. In the meantime, 4,000 tickets had been sold at Manchester; and as I was resolved not to be present at the meeting on Wednesday evening, some excuse had to be framed by the promoters. They, careless of my friends, seized upon the pretence of illness, and so gave it out." The Sheffield gentleman is "pained and perplexed" by this account of the affair.



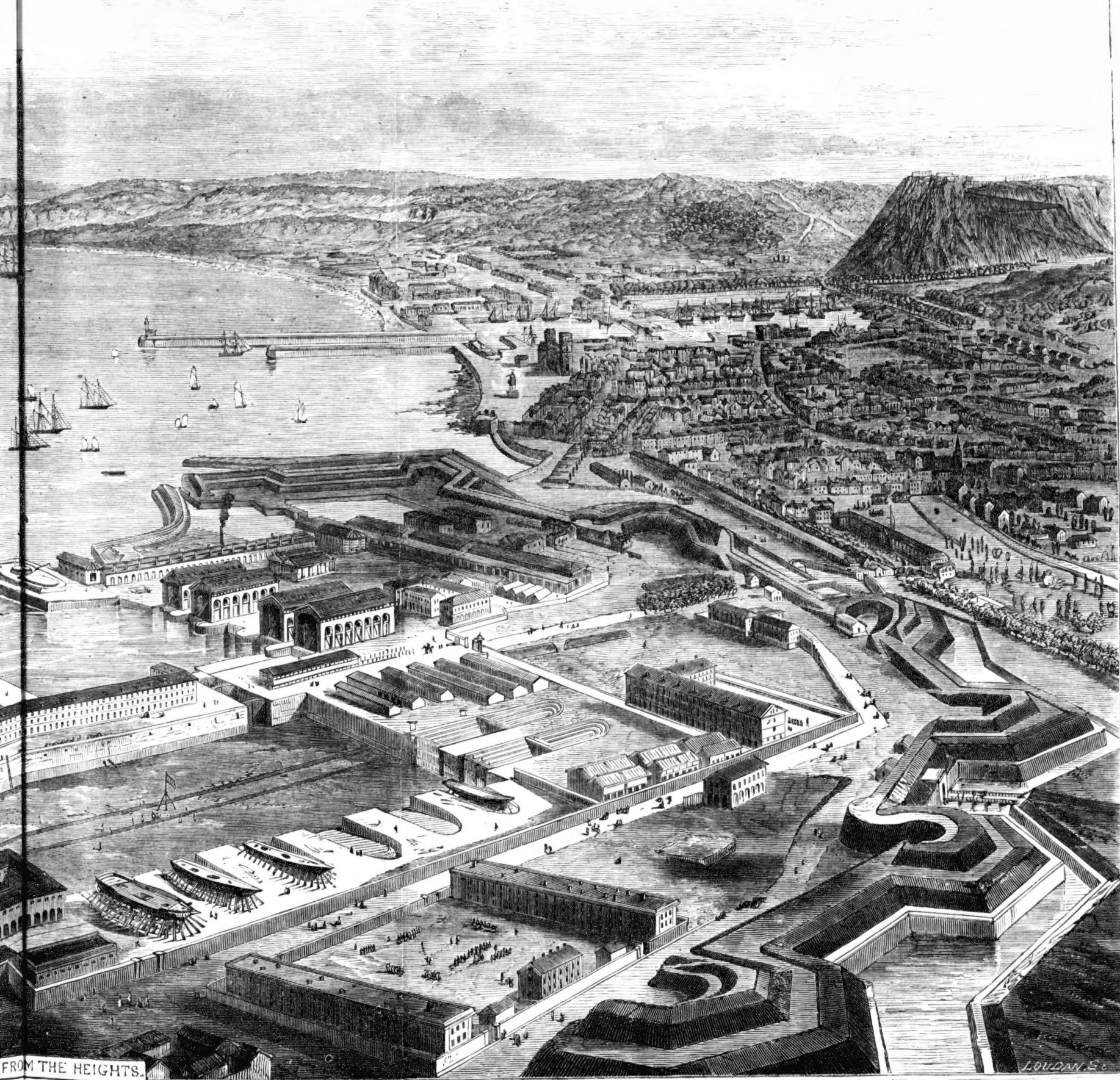
CHERBOURG FROM THE SEA



CHERBOURG FROM THE AIR



FROM THE MOLE.



FROM THE HEIGHTS.

LOVDAN S.

A Double Number of the ILLUSTRATED TIMES

Will be published on Saturday next, filled with Engravings of all the interesting features of the Grand Naval Fêtes at Cherbourg, and including a large separate Engraving of the British Squadron Entering the Harbour under a salute from every vessel in the French Fleet.
Price 5d., free by post 7 stamps.

TITLE PAGE AND INDEX TO VOL. 6,

May be obtained of all Agents. Price 14d.; or by Post, 3d.
Vol. 6, bound in scarlet cloth and gilt, is now ready. Price 9s.

TERMS OF SUBSCRIPTION TO THE ILLUSTRATED TIMES.

STAMPED EDITION TO GO FREE BY POST.

3 months, 3s. 10d.; 6 months 7s. 8d.; 12 months, 15s. 2d.

Subscriptions to be by P.O. order, payable to JOHN ROSS, 148, Fleet Street.

It is necessary that Four stamps be forwarded with all applications to the Publisher of the "Illustrated Times" for single copies of the paper. For two copies SEVEN stamps will be sufficient.

THE WELCOME GUEST,

A New Illustrated Weekly Magazine for family reading, by the writers and artists of the "Illustrated Times," amusing in tone, varied in character, rich in illustration, elegant in appearance, and economical in price.

Nos. 14 and 15 of the "Welcome Guest" contain Parts 1 and 2 of a new and harrowing Tale of Domestic Life, entitled

"HOW I TAMED MRS. CRUISER."

By BENEDICT CRUISER, M. M.,* AND NOW H. H.†

In which is shown the designing behaviour of Mrs. Cruiser as Miss Molesley; the intolerable sufferings undergone by Mr. Cruiser in consequence of Mrs. Cruiser's mamma; the unheard of conduct of Mrs. Cruiser in her wild or untamed state; the agonising process by which that which was once a Bower of Bliss was changed into a Cave of Despair; the desperate resolution taken by Mr. Cruiser of maintaining bachelor chambers, and "carrying on" in a dreadful manner; and the final acquisition by Mr. C. of the Magnum Arcanum, or GREAT WIFE Taming Secret, by means of which, in an astonishingly short space of time, Mrs. Cruiser was reduced from the condition of a raging tigress to that of a meek and innocent lamb.

"How I tamed Mrs. Cruiser" is abundantly illustrated.

* Married Man.

† Happy Husband.

ILLUSTRATED TIMES.

SATURDAY, AUGUST 7, 1858.

THE PUBLIC HEALTH.

DRY as statistics usually are, those furnished by the Registrar-General are too important to be dismissed with an expression of impatience or of sarcasm. To a thoughtful eye, his figures are all alive, and in their lineaments we may read the hopes, the joys, the fears, and sorrows of a nation. The last Quarterly Return is so interesting that we make no apology for borrowing its facts and deductions, and interpreting them in our own language to the public.

It strikes a person, who has not considered the subject, with something like wonder, to see how those events of life which privately we most connect with sentiment, are reducible to general laws. A pitiless rule predominates over marriages, for instance, which are checked by a severe winter precisely as vegetation is. Thus, we all remember the distress of the winter gone by—caused mainly by the commercial derangements of last year. Well, there were 6,700 fewer marriages, during the quarter ending 31st of March, than in the corresponding quarters of the two years previous. "The stagnation of trade," says the Registrar-General, "had cast a shadow over the prospects of the people, and they did not marry." Here, we have one side of the "crisis" brought before us in a new way, though the misery and the immorality which the fact involves can never be adequately even guessed at. But, because marriages bear a relation to employment and the price of food, it does not follow (as the materialist tells us with a chuckle) that they depend on nothing else; any more than humanity consists of body only, because mind is made to act in harmony with it. Those who refrained from marrying during that period acted from prudential considerations; but these are moral influences, and what the physical law did, was only to supply the occasion for the moral and mental law to exert itself. It is hardly safe to deal with statistics without some caution of this sort, for the benefit of those who are told that statistics are everything, and who need to be reminded that they do not necessarily supersede free-will, moral responsibility, the poet, or the parson.

The marriages for the spring quarter (ending June 30) are not given yet, so that we do not see the effect of the reviving state of affairs of the new year. But the births for that quarter were below the average rate, and population being one index of prosperity, we again see what a check was put upon the nation by the misfortunes of last year.

So much for two circumstances which faithfully reflect the condition of a country. Notwithstanding the last-mentioned fact, however, the population increases regularly. The increase is estimated at 681 daily. But that increase fights against one terrible tendency, the tendency of our bad sanitary conditions to produce deaths in unwholesome and unnatural proportions. Thus, in the last spring quarter, 27,358 deaths took place "in excess" of the natural rate, which amounts, in dense districts, to 25 in 1,000, and, in other districts, to 20 in 1,000. The meaning of this fact is, that filthy dwellings, bad air, pestilential smells, and misery generally, kill that proportion of people more than need be killed, just as much as if it were done by arsenic. We have recorded the "dense districts" as worst; and this is an important fact, because it is the tendency of the age for population to accumulate in towns. The town populations are everywhere increasing, and with them the danger. Of course, the increased mortality of a time like last spring is partly explained by its known phenomena—"reduced earnings, scarcity of potatoes, and intense heat." But these are the general evils—evils always at work destroying life in towns; and of these the Registrar-General describes the worst as *poison generated by the decomposition of effete organic matter*—which we shall perhaps be pardoned for translating into "stinks caused by rotten filth"—an expression more intelligible to the sufferers by it than that of the learned Registrar. Now, what fight can be made against this evil, or what progress can we hope in its removal?

Much as we have grumbled, and most justly, at the state of the Thames, the old river has really been sacrificed to the benefit of the town. It is better that the river should suffer than that every house should have its own cesspool, and sit crowned in its own dirt. Accordingly, the Registrar recommends the carrying

away of foul matter by water from every house, and trusts (we take it) to the Metropolitan Board to make the best of the river which contributes to this process. We agree with him; but we want to see far more energy in the cause; for, while ten people in a thousand die unnatural deaths in London every year, we cannot but think the state of things detestable. We are but little consoled by knowing that sanitary matters have improved since the seventeenth century; for, while the population is so much huger, the aggregate amount of suffering must be greater—even though the proportions be somewhat in our favour. Besides, our ancestors had this great excuse—they knew no better. They had not the scientific knowledge of which we are always bragging; and yet, somehow, with all their disadvantages, they managed to produce some very tidy Englishmen.

The general effect of this last "Return," like the miasma of which it complains, is unquestionably depressing. It suggests fearful pictures of suffering during the last nine months; and it winds up with an appeal to our patriotism, which seems inspired by apprehensions more serious than any it has formally expressed. Whatever the fate of the appeal, the blame does not lie with Government only, but with the "respectable classes," and the country generally, especially since such local powers are now given for the execution of necessary reforms. While these remain undischarged, it will be vain for the "middle classes" to boast their capacity for government, which, like many other good qualities, ought always to begin at home.

TESTIMONIAL TO LORD JOHN RUSSELL.—"It is generally understood," says the "Post," "that the community of Jews resident in London intend to mark their sense of the obligation they owe to this nobleman by presenting to Lady John Russell a boudoir suite, consisting of a table and four chairs composed of solid silver."

ST. PAUL'S AND THE SUNDAY SERVICES.—Upwards of £3,000 have been subscribed in aid of the fund for establishing special Sunday evening services in the dome area of St. Paul's Cathedral. After defraying the expenses incurred for this purpose, the subscriptions will be devoted to the general adornment of the Cathedral in accordance with the views of Sir Christopher Wren, its architect, in order that its interior may appear more worthy of its unrivalled exterior and of the great metropolitan city.

PRODUCE OF THE INCOME TAX.—A parliamentary return just issued shows that in 1853 the income tax of 7d. in the pound on incomes of £150 and upwards produced £5,388,691; in 1854, 7d. in the pound on £150 and upwards, and 5d. on £100 to £150, yielded £6,001,028; in 1855, 1s. 2d. in the pound on £150 and upwards, and 10d. on £100 to £150, produced £12,086,522; in 1856, 1s. 4d. in the pound on £150 and upwards, and 11d. on £100 to £150, produced £13,942,793; and in 1857, the same poundage yielded £14,286,032. Under schedule D, 20,348 persons had incomes under £100 a year; 120,650 under £150; 40,086 under £200; 32,665 under £300; 15,006 under £400; 7,407 under £500; 3,471 under £600; 3,105 under £700; 2,066 under £800; 1,745 under £900; 816 under £1,000; 5,423 under £2,000; 1,568 under £3,000; 773 under £4,000; 450 under £5,000; and 811 between £5,000 and £10,000. 444 persons rejoiced in the possession of incomes ranging from £10,000 to £50,000 a year, and 46 were so supremely blessed as to figure for incomes of £50,000 a year "and upwards." In Ireland 16,589 persons are assessed under schedule D. In the case of the sister kingdom the holders of large incomes are very limited; only 30 persons possess from £5,000 to £10,000; 21 from £10,000 to £50,000, and one happy individual, whose name is worthy of record although it does not appear, enjoys an income of £50,000 and upwards.

PENSIONS IN 1857-8.—A list of all pensions granted between the 20th day of June, 1857, and the 20th day of June, 1858, and charged upon the Civil List, has been issued. They are as follows:—Mrs. Williamson, mother of the late Hugh Miller, £30. Edward Capern, the postman poet, £40. Mrs. Rowcroft, wife of the late Charles Rowcroft, her Majesty's Consul at Cincinnati, £50. Mrs. Hillier, wife of the late Consul in China, who died from the effects of the climate, £50. Mrs. Jerrold, "in consideration of the eminent literary acquirements of her husband, the late Douglas Jerrold, Esq.," £100. Dr. Robert Archibald Armstrong, "in consideration of his philological labours, as Gaelic lexicographer," £40. Miss Mary Lander and Miss Emily Lander, children of Mr. John Lander, who died from the effects of the climate whilst exploring the River Niger, £50 each. Stephen Bradbury ("Quallon"), £50. Louisa Paris, Fanny Paris, Jane Paris, Rosa Paris, and Sarah Paris, "in consideration of the scientific acquirements of their father, the late Dr. Paris, and the benefits he conferred by his addition to the knowledge of geology," £150. Mrs. Montgomery, wife of the late Rev. Robert Montgomery, £50. Dame Isabella Letitia Barnard, wife of the late Major-General Sir Henry W. Barnard, K.C.B., who died in command of the army at the siege of Delhi, £200. Francis Davis, "in consideration of his contributions to Irish literature," £50. Miss Jessie P. Hogg, daughter of the "Etrick Shepherd," £40. Mrs. Dick, wife of the late Dr. Dick, £50. The Hon. Isabella Elizabeth Annabell Anson, widow of General the Hon. George Anson, Commander-in-Chief of her Majesty's Forces in India, who died of disease when in active service, £200.

BALLOT STATISTICS.—The Ballot Society have issued an "Analysis of the Division on the Ballot, June 8th, 1858." The ayes were 197, eight more than in the preceding year; noes, 296; pairs, 144; absent friends, 16; absent opponents, 56; Liberals absent, 32; absent Conservatives, 8. The number for the Ballot, including pairs and tellers, was 221. The number against, 318. The number of members of the present House favourable to the Ballot is 247. In the Parliament elected in 1847, the Ballot was brought yearly before the House of Commons, by Mr. Henry Berkeley, the numbers voting being as follows: 1848—ayes, 86; noes, 81; 1849—ayes, 85; noes, 136; 1850—ayes, 121; noes, 176; 1851—ayes, 87; noes, 50; 1852—ayes, 144; noes, 246. Shortly after the general election of 1852 the Ballot Society was established. The result of their labours is an increase in the number of Mr. Berkeley's supporters, on each division in the last and present Parliaments. The following are among the numbers: For 1856—ayes, 156; noes, 196; 1857—ayes, 219; noes, 287; 1858—ayes, 222; noes, 319. This gratifying result has arisen from the labours of the Society, and the personal exertions gratuitously given of members of the executive committee.

BIRTHS, MARRIAGES AND DEATHS.—The Registrar-General's quarterly returns announce that in the quarter ending March the number of marriages in England and Wales, owing to the depression of trade, had diminished from 1,410 per cent., the average rate, to 1,254 per cent. The births in the quarter ending June were slightly below the average. Emigration is still on the decrease. The Registrar-General makes some sensible remarks on the manner in which city populations are poisoned by impurities, which under a properly regulated sanitary system would not exist.

DOGGETT'S COAT AND BADGE.—The contest for Doggett's livery and badge took place this year on Monday, before a greater company than ever assembled on a like occasion. The course, it will be remembered, is from the Swan, at London Bridge, to the Swan, at Chelsea, against tide, a distance much greater than that appointed for more modern contests. The following were entered:—Charles John Turner, Rotherhithe; Joseph Henry Mills, Thames Bank; John George Wyatt, Custom-house; Joseph Goddard, Tower; Jacob J. Bartholomew White; John Charles Young, Woolwich. The competitors, who are watermen whose term of apprenticeship has expired since the preceding year, took their stations under the direction of Mr. Dareds, bargemaster to the Fishmongers' Company; Wyatt being on the Middlesex side of the river, and next to him Mills. On the Surrey side nearest the shore was Young, and then White; Turner and Goddard being in the centre of the river. After some delay, they all got away together, when Young, White, and Mills began to show in front. By dint of very rapid and powerful rowing, Young took a marked lead, Turner coming up hand over hand upon Mills, and soon taking the third position. Young continued to row strongly and steadily a-head of the others, with every prospect of success, till off Davy's Head, when he became hampered by the craft swinging, the first of the flood beginning to make; and his cutter coming upon him before he had well recovered himself, he was capsized; and Turner, who was close at hand, just a-head of White, went into the first place, which he never forfeited. He was for a time closely followed by Mills and Young, Wyatt and Goddard being the next pair. Young was soon in his boat at work again; but according to the usual conditions of this wager, he had forfeited his claim, owing to the accident spoken of. He, however, showed himself exceedingly "game," and pulled in so gallant a manner as to acquire the third place before the end of the race, when Mr. Dareds kindly undertook to lay his case before the Fishmongers' Company, who have added a small bonus of money to the original prizes.

TWELVE SHIPS LOST.—The advices received at Lloyd's on Saturday, and the preceding day, brought a numerous list of casualties which happened during the recent heavy gale. Upwards of a dozen vessels foundered in the North Sea—some with the loss of all hands. The Dutch and Danish coasts appear to have suffered severely, and the mails of Saturday, from the various ports, announce a serious destruction of property. A sad number of mishaps also occurred on the north-east coast.

SAYINGS AND DOINGS.

THE QUEEN is to visit Leeds on Monday, the 6th of September, and leave the Town Hall next day.

THERE ARE GOOD ACCOUNTS OF THE CROPS from all parts of the kingdoms. The drought and the late storms have rather damaged the wheat, still the yield is most satisfactory. Turnips, mangold wurzel, and pastures, are greatly improved by the late rains.

MR. PEMBERTON LEIGH'S FRIENDS report that he is likely to be raised to the peerage.

THE IMMEDIATE BUSINESS which Ministers have on hand is the appointment of the new Indian Council, for which there are hosts of candidates. Everybody who has ever had any connection with India has apparently been named, either by himself or his friends.

MR. JOHN CLARKE, clerk to the Central Criminal Court, and Clerk of the Peace for the City of London, died last week of diphtheritis. He was appointed clerk in 1829. His salary was £3,000 a year.

THE SCHOONER EXCELSIOR (American, apparently) picked up at sea, a few weeks since, five Kroomen, who had escaped from Cayenne in an open boat, in consequence of finding themselves virtually in slavery, which Kroomen cannot endure. They were landed at Trinidad, after the schooner had transacted her business at Surinam.

SIR HUGH ROSE, K.C.B., has been appointed to the colonelcy of the 45th Regiment.

SIR CRESSWELL CRESSWELL has decided, that if a husband deserts his wife for two years, and so entitles her to a decree of judicial separation, he cannot destroy that right by afterwards inviting her to return to his house.

THE CABLE CONNECTING JERSEY AND ENGLAND was to have been laid down this week.

CANADIAN ENGINEERS have been making surveys for a tubular bridge across the Niagara. The surveys are made for the proposed Southern Railroad through Canada.

MADAME ELLE PICCOLOMINI, we hear, has been engaged for America by Mr. Barnum; and Madame Viardot intends to pass the close of this year in Hungary and Austria.

AN IMPORTANT PROVISION APPEARS IN AN ACT OF PARLIAMENT just issued, namely, that "calls" on shareholders and others can be proved under the estates of such parties becoming bankrupt or insolvent.

THE BODY OF A LUNATIC, who recently escaped from Halifax Workhouse, has been found in the river Calder.

TWO BROTHERS went in a small punt to board a yacht at Monkstown, Ireland; they incautiously hoisted a large sail, the boat capsized, and both were drowned.

TEN MEN, employed at the coal stores of the Peninsular and Oriental Company, at Malta, were killed on the 16th ult., by the giving way of a mass of stones and coal.

CARDINAL WISEMAN has made his appearance as a dramatic author. A piece from his pen, and entitled the "Hidden Gem," was performed last week, at St. Cuthbert's College, near Durham, where he was educated.

MR. STEVENSON, a Commissioner of the Excise, and Deputy-Ranger of Hyde Park, died suddenly on Monday.

MONTE ROSA, the great rival of Mont Blanc, has already been twice "done" this season by English travellers.

AT THE CAPE OF GOOD HOPE, Governor Grey still retained six British Regiments on the 20th of June.

THE BISHOP OF BATH AND WELLS, accompanied by his daughter, was riding in the vicinity of Wells, when a cricket-ball alarmed the horse, and caused him to throw his rider. His Lordship fell on his head, and was severely hurt, as may be supposed.

THE COUNT DE CHAMBORED recently visited Belgium, and was received by the King with marked attention. He even called on him—an honour only paid to crowned heads, generally. The Prince of Prussia, following the King's example, has also shown great civilities to the Count de Chambord.

THE DEEPEST COAL-PIT IN GREAT BRITAIN, and probably in the world, has just been completed and opened at Dukinfield, Cheshire, after nearly twelve years' labour, during which some important mining problems have been solved. The shaft of this extraordinary pit is 686½ yards deep, and the sinking of it has cost nearly £100,000.

THE FOLLOWING ADVERTISEMENT is from the "Calais Moniteur" of the 3rd instant:—"Wanted, drolly, two Englishmen, on for office ant neither for servant. S'adresser à M. Leopold Rossol, rue Neuve, No. 93, à Calais."

THE REPORT THAT SIR JOHN DEAN PAUL had become a lunatic is contradicted.

MR. SAMS, of St. James's Street, has been admitted to an audience of the Emperor at St. Cloud, for the purpose of submitting to his Majesty the plan for the Dramatic College at Langley, and soliciting his support of it; which the Emperor promised.

THE RUSSIAN PAINTER TRANOFF, founder of the modern Muscovite school of art, has just died at St. Petersburg. He devoted twenty years to his great effort, "The Preaching of St. John in the Wilderness."

M. JULIEN will give his concerts at the Lyceum Theatre this season.

FRIAR LISZT is engaged to write a religious composition in honour of St. Elizabeth, to be executed by the Stephen Society.

A GRAND CONSERVATIVE DEMONSTRATION is to be held at Walton-on-the-Naze, early in September, at which the Right Hon. W. Beresford and C. Du Cane, Esq., will be present.

MR. EDWARD PEASE, whose name will always be associated with the great railway system of this country, died on Saturday evening, aged 92, at his residence in Northgate, Darlington.

MR. BENOIT FOULD, the celebrated banker, and brother of Achille Fould, Minister of State, is dead.

MR. PIERCE, ex-President of the United States, at present at Marseilles, is about to visit Switzerland.

THE ASSEMBLY OF THE STATES OF THE DUCHY OF NASSAU has just voted, almost unanimously, a motion for the suppression of gambling-houses. If the Government should act on this resolution, the gaming-tables of Wiesbaden and Ems will have to be closed.

A CENTRAL SPIRE is to be erected OVER NOTRE DAME. It will be octagonal.

THE INSECURITY OF LIFE IN CONSTANTINOPLE has lately been illustrated by the murder of M. Candibert, a French merchant, in the open day. His skull was fractured while transacting business in his warehouse. The object of the murder was plunder.

THE OFFICE OF THE "SUN" NEWSPAPER, in the Strand, took fire on Monday evening, and was almost wholly destroyed. The journal appeared as usual next evening. It was printed at the office of the "Morning Post," we believe.

SOME PLANS OF CHERBOURG, lately got up by a publisher at Paris, were seized before publication, and the lithographed stone defaced. Orders were given to seize all such plans as gave the number and description of the guns in the forts, though descriptions or representations of the hydraulic works, and of the general line of defences, are allowed.

THE ANNUAL MEETING OF THE BRITISH ARCHEOLOGICAL INSTITUTION was opened on Monday, at Salisbury, under the presidency of the Marquis of Ailesbury.

THE CRYSTAL PALACE POULTRY SHOW will be held to-day (Saturday); it is expected to be the best that has ever been held. The Odd Fellow fête was held on Monday; and nearly 20,000 members of the society were present. A still more interesting assembly gathered in the grounds on Wednesday—the "charity children" from about fifty metropolitan parishes.

M. LAMARTINE recently asserted in his "Cours de Littérature," that he is descended in the female line from Petrarch's Laura. Laura had nine children.

THE ROYAL ACADEMY closed a successful season on Saturday last. The receipts of the year—the shillings at the door—amount to more than £9,000—a sum unprecedented in the annals of the Academy.

THE FRENCH SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS draws attention to the introduction of bull-fights into the south of France; and reproaches the cruel practice of confining worn-out horses in certain marshes for the nourishment of leeches.

THE FOUNDATION-STONE OF A CHAPEL to be erected in the grounds of the City of London Hospital for Diseases of the Chest, was laid on the 30th ult. The chapel (which will cost £2,000) is to be erected at the sole expense of an anonymous friend of the charity.

UPWARDS OF A HUNDRED "BOTTLE-NOSED" WHALES have this week been captured at Dingwall Bay.

TWO MEN have been killed at Burnmouth Station, North British Railway, by the explosion of a locomotive boiler.

THE NAVAL RESOURCES OF AUSTRIA IN THE ADRIATIC are to be increased from 900 guns, its present force, to 2,000.

THE LOUNGER AT THE CLUBS.

The attention of the public has at length been directed to that knot of loungers which is constantly to be found at the corner of Fleet Street and Farringdon Street. The attention of the police has been directed to them for some time, but they possess the extraordinary power of that snake which children hear of with so much glee, and never cut up than the fragments re-unite, and the body corporate grows larger than ever. These be your ex-betting office-keepers, racing men, and the idle and dissolute generally; a bad lot even than those who infest that part of Piccadilly between the Haymarket and Waterloo Place; dirty-faced men, with long, twisted into "aggerwaters," no shirt-collar, frowzy necks, the inevitable pinhead stuck in it, greasy suit, very tight trousers, frayed and bulging boots. The only depicted in their faces it is impossible to describe, having to do with racing matters, to a certain degree, affect every man's face, from the highest to the lowest, gives a suspicious, lurking watchfulness, and his mouth is all the time shifting. It is impossible to say, but such are these men as so affected; all men, I mean, who really betting-men—not your smirking captain, your baronet, or your idiotic young lord, who play at racing, their principal excitement from seeing their names in the list of fashionables present; no amount of betting would express into their vacuous and insane countenances! Some suits should be adopted for the suppression of this Fleet.

On certain days in the season, the pavement is closed and the foot traffic obstructed; but this is owing to the of the proprietor of the "Sunday Times," who sticks his face of pencilled "fimsy" in his window, announcing the races—hierarchy which are perused with the utmost of the peering crowd outside, the component parts of which are of the statues, in a state of either melancholy, according as they may have lost or won.

Stories about Cherbourg, the multitude of people extraneous prices demanded for accommodation of every kind, all such matters, will not bear close inquiry. The of the excursion boats, the advertisements for which fill a of the "Times," and which offer to take you for the four days of food, or supplying everything for £10. I should not go in one of these excursion boats; I should like neither the nor the company; I should object to the "sofa berths," which are at (they are a sofa berth for four nights and your maternal to be attempted in the presence of some twenty other excursionists; and I should doubt the best wines and liberal table which is promised to us. Oh, better a steak off the stalled ox and therewith, than a dinner of herbs and garlic in a be-looking-ly restaurant, swindling Cherbourg restaurant; so we will come and read the accounts and look at the pictures, and keep for some more sensible outing.

The lives and earnings, and the yearly publication of pensions granted upon the Civil List is a wholesome reminder to me of my state of ignorance. These pensions are granted as rewards in literature, I believe, and among the recipients are the names of Jerrold and Hogg: no one would begrudge Mr. Rowcroft, Mrs. Montgomery, or Mrs. Dick their £50 a-year, as they are of clever, honourable, hardworking writers; nor can £50 granted to the daughters of the late Dr. Paris be objected to, as it is rather a large slice off the poor literary cake, and the present scanty means of the ladies was scarcely to have been from the position of the father. Edward Capern is a walking in Devonshire who has written some very pretty little poems, and, by the way, the author of that delectable lyric, "The Postman's Knock," he missed this inspiration probably because the postman (knock in the country) and being doubtless badly paid for his duties, receives an annual douceur of £40 for his literary labours. There are two sums of £50 granted to the widows of gentlemen both of whom "died from the effects of climate," but neither of them had any pretensions to literary talent, their pensions must have come out of some other fund. Francis Davis is a name well known in Ireland, I believe. Who is Stephen Henry Bradbury, who receives £50 per annum in consideration of his contributions to literature? Is this the provincial journalist who had his patronymic under the nom de plume of "Quallon," whose contributions to literature consisted of two volumes of burlesque poems, independently, of course, of the erudition to be found in the provincial journal? I speak in ignorance; but in other case, I doubt the justice of the £50 pension. By the way, the "Standard," in commenting upon Mrs. Jerrold's pension, spoke of her "fat facetious husband!" Admirably-chosen epithet! could he to whom it was applied revisit Fleet Street, the "Standard" writer would have a scathing comment on his production!

Mr. J. C. Jeaffreson, who will be recollected as the author of a clever novel, "Crewe Rise," has just published an exceedingly interesting book, under the title of "Novels and Novelists from Elizabeth to Victoria." Replete with accurate information, this work is to be distinguished from ordinary compilations, the result of a drudging routine attendance at the British Museum, by a display of critical acumen and penetration now rarely met with. Contemporary biography, as some of us must be well aware, is most dangerous ground to touch upon; but Mr. Jeaffreson, while even sacrificing candour to compliment, has performed his task with tact and delicacy, and produced a book which will attain a standard reputation.

By some accident, the great guns of magazine literature, "Blackwood," "Punch," and the "Dublin," have not come to hand, so any notice of them must be deferred till next week. I have seen the new number of the "Englishwoman's Journal," a very excellently-conducted, useful, and pleasant periodical. "The Disputed Question," whether women should work with head or hands, except in domestic matters, is full of sound sense and quiet unimpassioned argument. "The Gallery of Illustrious Italian Women" is a very good biographical paper. "Going to Government" is a *reclame*, and bad of its class; but some verses, "A Summer Night's Dreaming," signed Theodorica Trollope, are the best I have met with for a very long time, and have the true ring. I have received also two monthly financial publications, "The Financial Reformer," and the "Money Bag." The former is earnest, clear, and telling; the leading article, "The Social Reformer in Office," being specially happy in its pungent satire. The "Money Bag" is simply finance attempted to be made comic, but in reality deprived of its stamina, and reduced to nonsense.

Mr. and Mrs. Howard Paul are now at the Egyptian Hall, and their entertainment is well worth a visit. Mrs. Paul's singing is most spirited.

PROVOC SCENE AT A TRIAL.—A fine broke out in Old Castle Court, on Saturday. A large crowd assembled, of course; and when the names arrived, a number of persons seized them, and greatly injured the firm. One man who had been ordered away from the engines in the hall. The man was seized, but afterwards rescued from the crowd, whose conduct was so violent that the firm had to use their force to get the engines to play effectually on the

Literature.

Will He Marry Her? By the Author of "Too Clever by Half." London: Routledge.

Mr. *will* marry her, and does, but not until he has gone through a variety of adventures, and until there appears to be no probability whatever of his marrying her at all. He would have married her in England, only she wouldn't accept him. Not that she didn't like him; all she wanted was that he should see her in India, and then judge for himself whether a woman of her connection and origin was fitted to become the wife of a white gentleman. For Leonora is the daughter of Colonel Ormsbie, and an Indian princess, and though beautifully white herself is calculated to be the cause of blackness in others—that is to say, in her children.

Moreover, persons with the slightest trace of black blood in their veins, are looked down upon in India in a manner of which we Englishmen, of England, have no conception. Therefore Leonora Ormsbie, in spite of her love for Augustus Reckless, declines to accept his hand until he shall have seen her in what she considers her own country, when he will at once understand the extent of the dishonour he will incur by persisting in his intention of making her his wife. The Colonel is quite in favour of the marriage. "Marry Mr. Reckless previous to my departure from England," says the father, "and I will settle the dowry upon you both and your offspring." "Father," replies Leonora, in a firm but calm and dignified tone of voice, "if you could settle upon me the entire kingdom of England, and confer upon the man who may be my husband the highest rank of Great Britain, I would not consent to marry him unless I am at liberty to divulge to him the fact of which I am not ashamed, and of which you ought not to be ashamed." The Colonel suggests that Leonora should tell her lover in private all that she would tell him in India, enjoining him upon his honour, under any circumstances, to be silent—for the father is by no means anxious that his connection with the Maharratta nobility should be made public.

"No, he must see as well as hear," said Leonora; and, burying her face in her hands, she wept bitterly.

Reckless goes with his regiment to India, but for a long time he is unable to get any tidings of Leonora; indeed, he hears it positively denied by Colonel Ormsbie's friends that that officer has any daughters at all, or that he is even married. The fact is, that the Colonel has always kept his marriage a profound secret. He had carried off a beautiful young girl, who was being detained as a prisoner at a native court to which he had been despatched on a diplomatic mission. The young princess suffers herself to be baptised, and then Ormsbie married her, but privately, for he considered it a disgrace to ally himself to a Maharratta. All the details of this *enlèvement* are admirable, ingenious, romantic, and full of character.

Ultimately, Reckless meets his Leonora, and marries her, but too late. She dies on the wedding-day of disease of the heart, and soon afterwards turns completely black. The moral is, that "races so opposite to each other in colour, creed, habits, manners, and feelings, should not mingle."

The best chapters in Mr. Lang's animated and entertaining book are those devoted to the life of Augustus Reckless and his brothers and friends in London, and those which describe the great battles in India against the Sikhs. The style is lively and vigorous throughout; and the work will be sure to be popular, if only from the portraits of well-known military commanders that are introduced in the course of the narrative. Sometimes distinguished officers are introduced by name; at others they are veiled, if not concealed, beneath pseudonyms of remarkable transparency.

Of course the author of "Too Clever by Half" has plenty of anecdotes to tell. It will be remembered, that one of the Prussian Princes was present at several of the battles against the Sikhs (in one of which he lost, not his life, but—his doctor). After the battle of Solraon, his Royal Highness expressed his admiration of the conduct of the 3rd Dragoons, who charged over entrenchments, and cut down the artillerymen at their guns. "Attacks upon field-works," observed the Prince, "are supposed to be the work exclusively of artillery and infantry." To this an officer replied with a smile, "Yes, your Royal Highness, but we are not a military nation."

Here is a specimen of Mr. Lang's own humour, and with that we must conclude our notice. He is speaking of a well-known gallant defaulter. "The advance was conducted by Captain Waugh, of the 16th Lancers—a brave and excellent officer, but who is at this present moment in Spain, and too ill to return to this country, notwithstanding the pressing invitations of the Commissioners in Bankruptcy. What a strange thing that a man who so signally distinguished himself in the field of battle, who could go into action as coolly and as calmly as he would go to breakfast, should be frightened to face an elderly gentleman, in a white horsehair wig, a rusty black silk gown, and with no other weapon in his hand than a goose-quill!"

Bella Sandford.—By F. C. ARMSTRONG. London: E. Marlborough and Co.

It would be difficult, in the moderate space at our command, to give any adequate idea of the plot of this little book, which really might supply incidents for half-a-dozen large ones. As well might we attempt the notoriously impossible feat of putting a quart of fluid into a pint measure—an operation which may nevertheless be performed in an approximate way by boiling it down until half of the original quantity has evaporated. But there is nothing to evaporise in "Bella Sandford," which is thick with incidents—a solid mass of "accidents and offences" (as the Sunday papers say), and of occurrences of all kinds, such as murders, transportations, and mutinies, railway tickets lost and parents found, shipwrecks, delirium tremens, child-stealing, and sudden death.

Sir Brindley Upton, a gentleman of fortune in Lancashire, has been found shot through the heart in his own park. Another gentleman of fortune, Mr. Percy Bolton, is accused of the crime, tried, and sentenced to death "by an intelligent jury." In spite, however, of the intelligence of the jury, the Judge appears to have some doubts as to the guilt of the accused, for he commutes the sentence of death into transportation for life—a French trick of which English judges (except in novels) are, we rejoice to say, never guilty; for a man charged with deliberate murder is either guilty, and must be hanged, or innocent, and must be acquitted. In the meanwhile, Mr. Percy Bolton is sent out at the Government expense to Australia. But there is many a slip between the shore and the ship. The crew of the *William Pitt* mutiny, and, as the natural result of admitting pickpockets and housebreakers to a share in her navigation, the vessel strikes on a rock and disappears. Mr. Percy Bolton had been unfortunate enough to have a wife and a child—for such possessions are not precisely blessings to a man who has been sentenced to transportation for life. Mrs. Percy Bolton, attired in convict costume, had sailed with her husband in the *William Pitt*, and is supposed to have gone down in that ill-fated vessel in company with Mr. Bolton himself. Miss Bolton remained in England, under the care of her aunt, Miss Sandford.

Now, if Miss Sandford had only had a little more sense, her amiable little niece would not have been exposed to privations and cruelties of the most heartrending description; above all, she would not have been confided to the care of brutes, of whom the absurd aunt knew nothing, except that they had the form of human beings, and that their name was Madden. To these Maddens, husband and wife, little Bella is—most needlessly—handed over; and by them she is beaten, sworn at, and sent out to buy gin. The only sensible thing that can be put down to the account of the aunt is the change in the young girl's name, which, from Bolton, is altered to Sandford. All the rest of her conduct is ridiculous and unnatural; but if people acted naturally, how could the thousand and one marvellous incidents related by Miss Armstrong occur at all?

The aunt dies, and a document is now introduced into the story—

that terrible document which explains the whole mystery, and which people won't produce until the last chapter, or the closing scene of the fifth act.

The lover of the story (the author calls him a "middy") is first seen at a railway station. One of the bad characters in the book (which, by-the-bye, abounds in them) has just stolen Bella's ticket, and the gallant "middy" generously buys her another. From that moment she loves him. As we do not care about returning to this marine personage, we will state once that he speaks throughout the book as all gentlemen in her Majesty's naval service are known to do—that is to say, he shivers his shoulders, and introduces taffies, marling-spikes, lanting, "mantap-grams, bluffs," &c., into his conversation at every possible opportunity. To understand the language of this dashing young officer, a dictionary of nautical terms is necessary. Let us add, that he is always appearing when least expected, and that he saves the life of his lady-love in the most beautiful manner; and the reader will understand that he is indeed "something like a hero."

Of course, when Miss Bella reaches the age of eighteen, she meets with the fate reserved for all interesting heiresses in well-regulated novels; that is to say, she is married to the object of her affections. But before the joyful consummation is brought about, she has to go through a series of troubles, and even torture, for which (we should think) even marriage with a gentleman in a blue and gold uniform could not thoroughly compensate. Insulted, lost, found, beaten with rods, kidnapped, shipwrecked, nearly crushed by icebergs, almost burned to death by the conflagration of the vessel which ought to have saved her, this interesting young lady, at the age of fifteen, is consoling for everything by a kiss from Third-Lieutenant Fitzroy, and by the happy prospect of being married three years afterwards. Let us hope that, after settling down at Bolton House, the poor girl at last enjoyed a little peace and quiet.

We must not omit to state that the rightful murderer is discovered, in due time, and that he meets with his deserts. Indeed, we rejoice to say that all the wicked people are hanged, drowned, or die of delirium tremens, with the exception of one lady, who is advised to enter a penitentiary, a recommendation which she respectfully declines.

In conclusion, we may state that we have no doubt "Bella Sandford" will find a great many readers among young persons with strong mental stomachs; but we confess that, personally, this undigested, and, as it appears to us, undigestible mass of incidents, is by no means to our taste.

The Student's Blackstone. Selections from the Commentaries on the Laws of England.—By ROBERT MATCOLM KERR, LL.D. London: Murray.

In France, a liberal knowledge of the law of that country and its administration forms an important part of a gentleman's education, and this course of study is called *faire son droit*. The important advantages of this system (when, as occasionally happens, the French law means the law administered in France) can scarcely be overrated. In England, much of the prejudice with which the professors of the law are not unfrequently regarded, is the result of the general ignorance of its principles and practice. The "Commentaries of Blackstone" form with us the great text-book upon which all legal education is primarily based. The student, nevertheless, who, acting upon this assumption, purchases a copy of the "Commentaries," will find himself sadly at fault should he not take the precaution of providing himself with a modern edition. Blackstone's great work, in its most recent form, almost resembles the famous penknife, which, after being repaired with several new blades and more new handles, is said to have been adjudged to be still the identical knife. In no branch of science taught in England is the work of renovation more continuous and more necessary than in the law. Thus, in 1849, the bankrupt law was codified and altered in a manner which rendered useless the greater portion of every work previously published on the subject. In 1852, the Common Law Procedure Act rendered the last edition of "Archbold's Practice" a work to be referred to cautiously by practitioners. Our system, with respect to trading companies, received an important extension in principle by the Limited Liability Act, 1855, which was rendered waste paper by the improved practice necessitated by another Act, in 1856. Within the last six months, courts previously established for centuries have ceased to exist, or been materially curtailed of their functions; while others have been created, or have been enlarged as to the scope of their jurisdiction. Such important changes necessitate to every successive edition of "Blackstone," if he would perform his work not only fully and fairly but even truthfully, a large amount of labour and practical legal knowledge. These Dr. Kerr has ably brought to bear upon his work, and the result is an interesting compendium of the history and principles of the British Constitution, and the personal rights which it maintains. It is a book with which it behoves not only the legal student, but every Englishman desirous of comprehending the principles of the law by which he is governed, to make himself acquainted. The jurisdiction of the new courts of Probate and of Matrimonial Causes is succinctly set forth, and the present law of public companies, their formation, privileges, and liabilities, explained in a manner at once clear and concise. The arrangement upon which Dr. Kerr's book is based, enables him to introduce a greater variety of legal topics than one might be disposed to expect, looking at the variety and voluminousness of our laws. The first introduction treats of the nature, history, and jurisdiction of English law. Then follow chapters upon the general rights and duties of persons, individually and collectively, whether simple or in connection with a position as portion of the state, from the sovereign upon the throne to the pauper. The relations between individuals, as principal and agent, master and servant, husband and wife, form another series of important chapters.

The concluding pages are devoted to the subject of corporations, municipal and commercial. Upon every one of these topics, the aspect of the law is carefully presented as it is at the present day, and, upon every one, the "Student's Blackstone" tells sufficient to bestow intelligent acquaintance with the subject. When we add that all this is done within the compass of one volume, of convenient size, and published at a moderate price, we think we say sufficient to render future ignorance of this most important branch of study less excusable than heretofore.

Engelke's Guide for Composers of Instrumental Music. Boosey and Sons.

This "Guide" has been drawn up in the form of a table or chart, by Mr. Engelke, whose long and intimate connection with bands and orchestras of every description, fully qualified him for the task. It offers to composers of every grade, as well as to amateurs and students of composition, a means which will enable them at once to write for every instrument at present used in orchestras and military bands. The table indicates the relative position of the sounds or notes produced by the different instruments as compared with the piano scale, extending over seven octaves, and in a manner sufficiently simple to be understood by all students of music. It shows the compass of all the instruments used in the orchestra, according to the latest improvements, and to every one who wishes to compose or arrange for small or large bands, Mr. Engelke's "Guide" will prove an invaluable aid.

NEW CORPS OF ARMOURER SERJEANTS.—The Secretary of War, having judged it expedient to establish a more perfect system of training and arming armourers, a Royal warrant has just been issued by which it is ordered, that all armourers intended for service in the regular army and regiments of embodied militia shall be formed into a corps to be called "The Corps of Armourer Serjeants," which corps is to be attached to the Royal Small Arms Factory, at Millbank.

FATAL QUARRY ACCIDENT.—A very lamentable accident occurred at the Wellpark Quarry, Eastwood, N. B., on Saturday last. A number of men were at work, when a large mass of earth fell upon and buried them. On being extricated, two were found to be dead, and several others severely injured.



BRITTANY PEASANTS IN HOLIDAY COSTUME.

THE EQUESTRIAN STATUE OF NAPOLEON I.

The equestrian statue of Napoleon I., erected on the Quay Napoleon, at Cherbourg, facing the Place d'Armes, and which is to be publicly inaugurated during the Emperor's visit, is the work of M. Leveé, who,

only six years ago, was a grocer's boy in the village of Briquere, in Normandy. He had a natural taste for the fine arts, and found means to come to Paris, where he became a pupil of the celebrated Rodde, and made extraordinary progress in his studies. He was selected to ex-



COLOSSAL STATUE OF NAPOLEON I. AT CHERBOURG.—(M. LEVÉE, SCULPTOR.)

ecute the present work, no doubt, because he was a native of the town of Cherbourg, as well as on account of his precocious talent. The statue, which is of bronze, is fifteen feet in height, and stands on a pedestal, composed of sixty-four blocks, four of which are of enormous dimensions, weighing upwards of fifteen tons. Originally it was intended to have placed the statue so that the hand of the Emperor should point towards the English coast, but it is now placed with the hand to the flank, and not his head, towards the north. The Emperor's points due west, towards the port which he appears to indicate. On the pedestal is the following quotation from an expression attributed to him at St. Helena:—"J'avais résolu de renouer Cherbourg les merveilles de l'Egypte." "I have resolved to renew Cherbourg the marvels of Egypt." The statue is to remain during the Queen's visit, and after she has left will be publicly inaugurated by the Emperor on Sunday, Aug. 8.

THE BRETAGNE.

The *Bretagne*, one of the finest specimens of French marine architecture, was launched in 1855, and is built upon an entirely new system suggested by M. Jules Marielle, an engineer of the Imperial Navy, who within three months after sending in his plans received instructions from the Admiralty to superintend the building of the ship, which would be thought marvellous if the English lords of the Admiralty played the same promptitude in receiving the many valuable suggestions that are submitted to them. The *Bretagne* is the largest and most powerful ship in the French imperial navy, and was built, launched, and completed in less than three years. The following particulars of the ship will be read with interest:—Length of deck, 219 feet; width of beam, 36 feet; depth of hold, 25 feet; tonnage, 6,730 tons. She is fitted with engines nominally of 1,200 horse-power, and with a screw 19 feet in diameter. She carries 800 tons of coal, and her average speed is 12 knots an hour. Her armament consists of 130 guns, some few of which are of unusually large calibre, and when in commission she is manned by a crew of 1,300 men.

LYNCH LAW IN TEXAS.—A Texas paper says:—"Last week a party of three men went to the house of Mr. Graves, on Pin (or Navarro) County. Mr. Graves and wife were absent, the children, the eldest a girl of twelve years old—being at home. The three men searched the house thoroughly for money, but failed to find any. The little girl threatened to tell her father when he returned. They then beat and abused her, and presented a pistol and threatened to kill her if ever she told anything that occurred, and left. In about two hours Mr. Graves returned, when the child related the whole affair. From her description of the men he was satisfied it was three men of suspicious character living not far off. Raising a company of men, they proceeded to the house of one of the parties and found two of the men. They arrested them, and, taking them separately and apart, administered Judge Lynch's code. Under the law they confessed to the attempted robbery, and revealed the fact that there was a secret and organised clan of thieves, robbers, &c., extending from San Antonio to Red River; that this clan had their regular passwords, signs, &c., so that they could at any time recognise one another; that they were so dressed as to be known to each other, and that they were to hold a secret convention in Limestone County, about the last of this month or the first of next, for the purpose of effecting a more perfect organisation. They have the names of thirteen of the clan. These revelations were made under a promise that they should not be hung, and though neither knew what the other had confessed, their statements corresponded in every particular. They also informed the company that a third man engaged in the attempted robbery was at the house of one of the band, some distance off, and the party then went in pursuit of him. On their approaching the house, they were discovered, and the man mounted his horse and fled. He was finally overtaken after a hot pursuit of fifteen or twenty miles, and, under the lash, he confirmed the statements of his confederates in every particular.

THE KING AND THE PEASANT.

—The fêtes of Cherbourg have so many writers on the *qui vive* to hunt up the retrospective information which history and tradition may furnish them. The following anecdote related of the visit into Lower Normandy made by Louis XVI. in 1786:—"In passing through the rich country of Ange, the royal carriage was ascending a rather steep hill between Lisseux and Honfleur, when a peasant, who was walking along the road at the carriage, called in a loud voice, some rustic couplets in praise of the august traveller. 'That is a very pretty song you are singing,' said the King; 'who wrote it?' 'Pardine, Sir, I wrote it myself.' 'You! really,' replied his Majesty, at the same time crying out *Bis-bis*. 'Bis-bis,' said the countryman, 'what does that mean?' 'It means that you are to repeat the song.' The peasant did so, and when he had finished, the King, taking out his purse, put some louis into the man's hand. The singer, with real Norman sharpness, held out his other hand, and cried out, 'Bis-bis.' The King, laughing, repeated the gift.

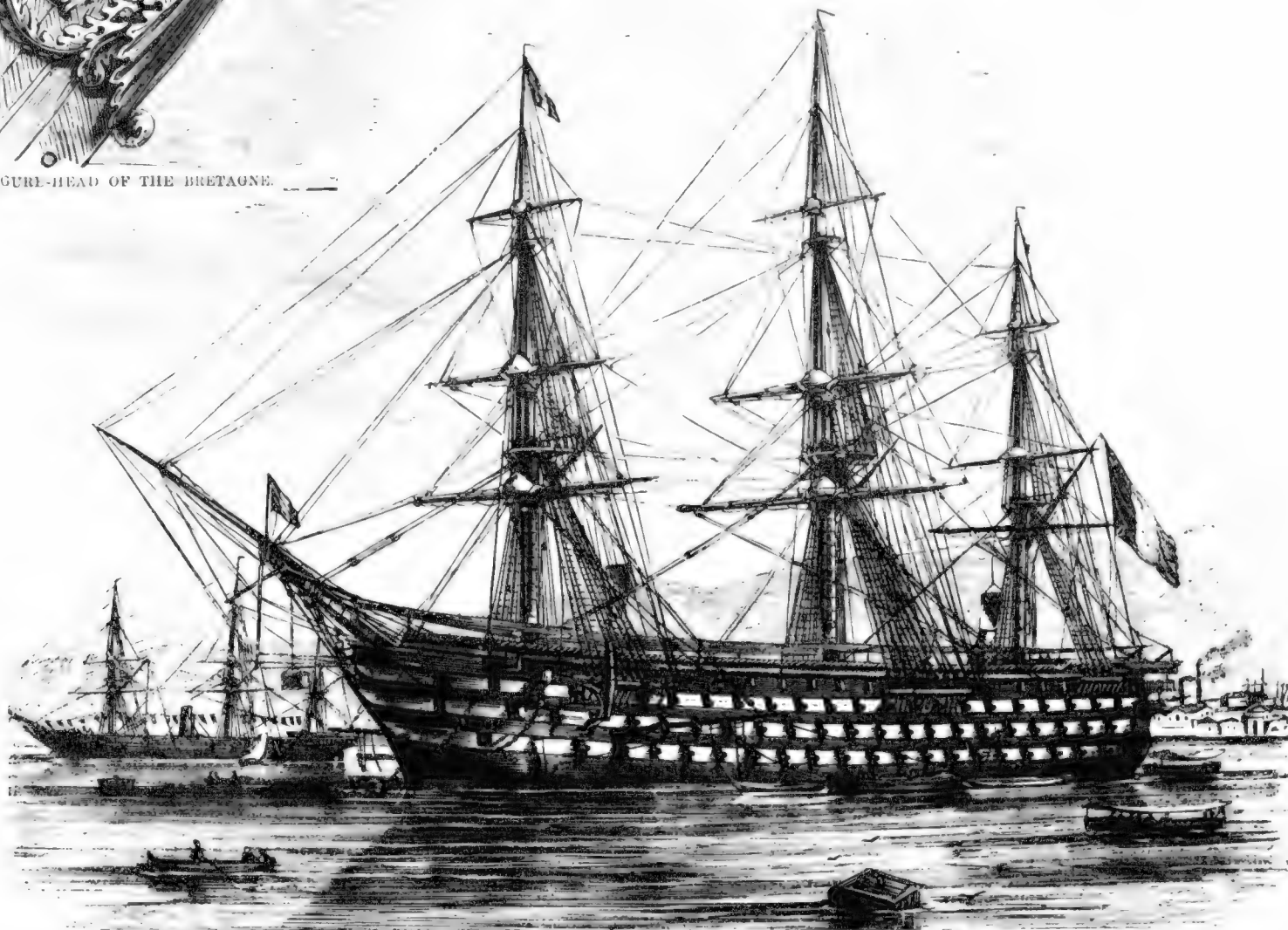
THE *YUVE*?—A Japanese vessel, with twelve men, was recently picked up by the British ship *Caribbean*, and taken into San Francisco. They had been blown off the Japan coast, and, the rudder breaking, they were left at the mercy of the waves. A few hours after the accident the crew cut away the masts, and for over twenty days the junk sped before each gale that sprung up, the unfortunate Japanese expecting each day to be their last. In their own words, the vessel rolled so heavily as to threaten a complete revolution; and to avoid, if possible, being swamped, two anchors, attached to 200 fathoms of hemp cable, were got out to keep the junk's head to sea. From that time, for over five months (!), they tossed about at the mercy of the ocean, under jury-masts, attempting to reach land, until the *Caribbean* hove in sight.



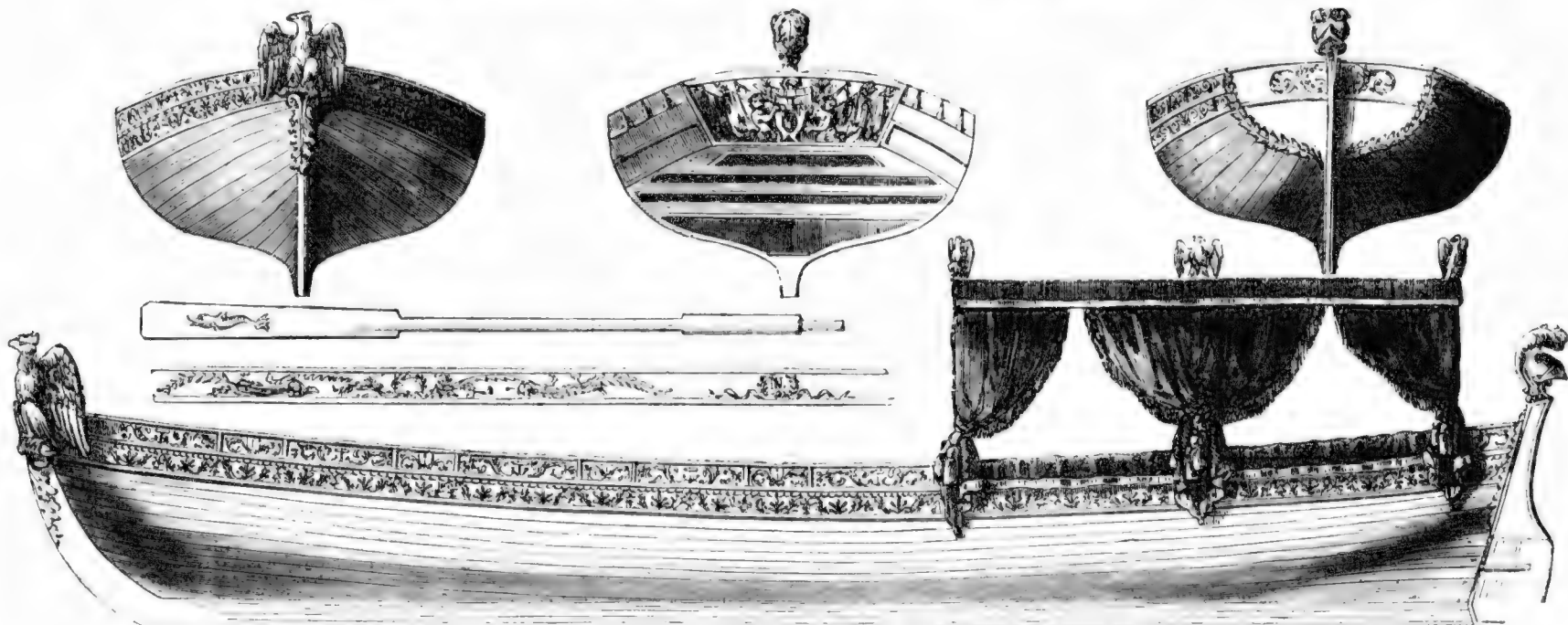
FIGURE-HEAD OF THE BRETAGNE.



THE ARMS OF BRITTANY CARVED ON THE STERN OF THE BRETAGNE.

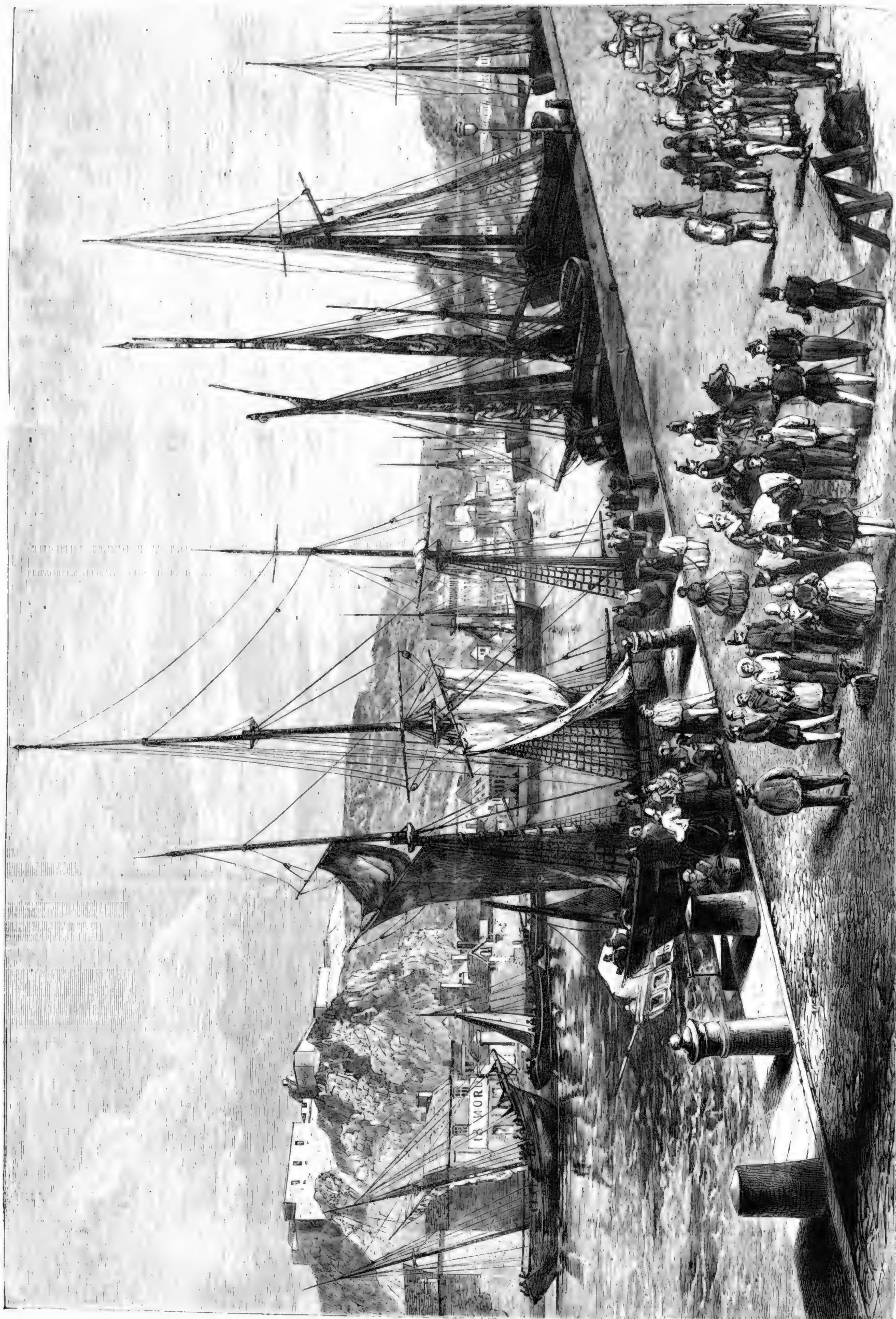


THE BRETAGNE, 120 GUNS, FLAGSHIP OF THE ADMIRAL OF THE CHERBOURG FLEET.



THE EMPEROR'S STATE BARGE.

STATISTICS OF MURDER.—Of all offences, it might well be supposed the crime of murder is one of the most arbitrary and irregular. We consider that this, though generally the crowning act of a long vice, is often the immediate result of what seems a sudden impulse when premeditated, its committal, even with the least chance of success, requires a rare combination of favourable circumstances for a criminal will frequently wait; that he has thus to bide his time for opportunities he cannot control; that when the time has come he may fail him; that the question whether or not he shall commit may depend on a balance of conflicting motives, such as fear of dread of the penalties held out by religion, the prickings of his conscience, the apprehension of future remorse, the love of gain, revenge, desperation; when we put all these things together, that such a complication of causes, that we might reasonably despair of any order or method in the result of those subtle and shifting influences which murder is either caused or prevented. But now, how safe? The fact is, that murder is committed with as much regularity as uniform a relation to certain known circumstances, as to elements of the tides, and the rotations of the seasons. M. Quetelet spent his life in collecting and methodising the statistics of all countries, states, as the result of his laborious researches, that "nothing which concerns crime, the same numbers re-occur with which cannot be mistaken; and that this is the case even with the which seem quite independent of human foresight, such, for instance, murders, which are generally committed after quarrels arising from circumstances apparently casual. Nevertheless, we know from experience every year there not only take place nearly the same number of but that even the instruments by which they are committed are in the same proportion." This was the language used in 1837, confessedly the first statistician in Europe, and every subsequent investigator has confirmed its accuracy. For later inquiries have ascertained an ordinary fact, that the uniform reproduction of crime is not marked, and more capable of being predicted, than are the physical phenomena connected with the disease and destruction of our bodies. Thus, for instance, the number of persons accused of crime in France between 1844 was, by a singular coincidence, about equal to the male dead took place in Paris during the same period, the difference being fluctuations in the amount of crime were actually smaller than fluctuations in the mortality; while a similar regularity was observed in separate offences, all of which obeyed the same law of uniformity and repetition.—Buckle's "History of Civilisation."



THE EMIGRATIONS ON THE ROYAL MAIL SHIP "ALICE" (FROM THE "ALICE")



GENERAL PLAN OF THE

- HARBOUR AND FORTIFICATIONS OF CHERBOURG.**
1. Powder Magazine.
 2. Military Prison.
 3. Government Stores.
 4. Infantry Barracks.
 5. Naval Hospital.
 6. Gun Stores.
 7. Military Stores and Cavalry Barracks.
 8. Marine Barracks.
 9. Quarters of the Naval Gendarmerie.
 10. Lock-up.
 11. Library and Naval Court-house.
 12. Marine Artillery Barracks.
 13. Barracks of Military Train.
 14. Timber Stores.
 15. Dockyard Offices.
 16. Towing Ways.
 17. Windlasses.
 18. Workshops.
 19. Hydraulic Engineers' Offices.
 20. Rope Manufactory.
 21. Mast Stores.
 22. Ship Gun Stores.
 23. Mast Stores and Service Boats.
 24. Canal.
 25. Boat Builders' Shops and Boat Houses.
 26. Dock Piers.
 27. Fitting Shops, Foundry and Boiler Manufactory.
 28. Harbour Master's Office.
 29. General Stores.
 30. Dockyard Offices.
 31. Workshops.
 32. Refitting Basins.
 33. General Ship Stores.
 34. Various Workshops.
 35. Windlass Sheds.
 36. Refitting Basins.
 37. Windlass Sheds.
 38. Sailmakers' Workshops.
 39. Engineers' Fitting Shops.
 40. Signal and Light-house.
 41. Blacksmiths' Shops.
 42. Carpenters' Shops and Wood Stores.
 43. Provision Stores.
 44. Victualling Department.
 45. Victualling Dock.
 46. Workshops.
 47. Chantierne Dock.
 48. Naval Bakehouse.
 49. Bread Stores.
 50. Hygro-scope.
- THE CITY AND MERCANTILE HARBOUR OF CHERBOURG.**
- a. Rue de l'Abbaye.
 - b. Dockyard Gates.
 - c. Hotel de Ville.
 - d. Quays.
 - e. Place de la Trinité.
 - f. Place de la Fontaine.
 - g. Flood-gates.
 - h. Place du Chateau.
 - i. Place Darette.
 - j. Workshops.
 - k. Sea Bath.
 - l. Powder Magazine.
 - m. Poor House.
 - n. College.
 - o. Residence of the Sub-Prefet.
 - p. Place des Surmings.
 - q. Fontaine des Carés.
 - r. Relieving Officer's Residence.
 - s. Barracks of Works.
 - t. Military Depot, etc.
 - u. Naval Prison.

CHART OF CHERBOURG, SHOWING THE CITY, ARSENAL, DOCKS, HARBOUR, MOLE, AND LAND AND SEA FORTIFICATIONS.

CHERBOURG.

THE JOURNAL TOUR.

On the occasion of our preliminary visit, we went overland to Cherbourg; we mean overland in the sense in which people are said to go overland to India—that is to say, part of the way by land and the rest by sea: from London to Southampton, from Southampton to Havre, from Havre to Caen, from Caen to Cherbourg.

Have, though a flourishing sea-port, has the greatest contempt for its fortifications. It has been fired at once or twice by the English, but feels none the worse for that at present. The old fortifications at the back are either all destroyed or soon will be; and when the walls have been pulled down and the moat which divides the inner wall from the outer one has been filled up, the town will have gained a large tract of land that has hitherto been employed for an object which it is to be hoped has now become an useless one.

A steam-boat leaves Havre for Caen, whence you may travel by rail through Bayeux, of tapestry celebrity, to the Great French seaport. Sometimes, however, at low-water, the pretty little river called the Orne, cannot make it convenient to take passengers up so high as Caen.

Frenchmen are said to be good sailors, but they certainly have weak stomachs. During our passage from Havre to Aën, one of our "lively French neighbours" was very unwell. He certainly tried to walk about in the bravest manner, though, owing to the rolling of the vessel, and the perpetual intrusion of the waves over the deck, the steamer united all the disadvantages of a Green wich swing, without its fun, and a shower-bath without its healthiness; but, although his courage was unflinching, and his heart in the right place, his stomach (if we may be allowed to use the word) failed him entirely.

The boats which run between Havre and Caen (when the Orne permits them to do so) are first-rate in their way, and have performed some of the fastest voyages on record along the Seine, between Havre and Rouen. We believe they are of English construction; at all events, their engines are of English make, and the nationality of their engineers is sufficiently shown by the cries of "stope air," "ease air," which the French captains utter from the deck in a thoroughly un-English like manner.

In travelling from Havre to Caen, you pass from the department of the Seine Inférieure into that of Calvados. But, as is generally known, both towns are in Normandy; and although legislation has given different names to different parts of the same province, no one but the officials adopt the departmental distinctions. Historians and song-writers above all, will find an insuperable difficulty in replacing the ancient names of provinces by the modern ones of departments. "William of Normandy" can never be called "William of La Seine Inférieure;" the peasant who is supposed to sing "*Ma Normandie*," will not sing under the title of "*Mon Calvados*;" and "*Le Soudoy de ma Bretagne*" would sound strangely to such words as "*Le soldat de mon département de la Loire*."

It would be needless, and perhaps out of place, to expatiate on the pleasing appearance of the Norman *payannes*—whose beauties, by the way, are celebrated by Sir Charles Napier in the preface to his recently published novel of "William the Conqueror." They are not so picturesque as the peasant girls in the plates of "La Normandie Illustree," it is true, but they are worth looking at, for all that. At some of the hotels in Caen, a Norman *bonne*, with an authentic and particularly lofty cap, is kept for the especial gratification of the numerous English travellers who visit that city in search of the characteristic, and who are thus saved the trouble of looking for it in the fields. We need hardly say that this additional attraction is charged for in the bills, so that Englishmen who visit Caen with economic ideas, and who are not particular about having picturesqueness supplied on the premises, would do well to avoid the hotels where a genuine Norman *bonne* is kept.

Many of the inhabitants of Caen, on the strength of their families having been resident for two or three generations in the province of Normandy and the department of Calvados, seem to imagine that they had personally some share in gaining the battle of Hastings. They are fond of disputing the point with English visitors, most of whom are also persuaded of their own direct descent from the comparatively small body of invaders who did us the favour to abolish King Harold some eight centuries ago. The pious descendant of the Normans of course makes a pilgrimage to the tomb of his ancestor William the Conqueror, and, in the words of a local guide book, "rejoices himself in the church of St. Etienne with a prospect of Duke William on horseback entering the town of Caen, and under his horse's feet the representation of a young man who is dead, and of another young man and a young woman on their knees as if they were asking for what reason their son had been killed." "And this," continues the antiquary of Caen, "is an antiquity of great interest, and of which the authenticity cannot be proved."

In the church of St. Stephen, at Caen, once lay the mortal remains of its great founder and England's subjugator. An almost modern white marble slab, with a plain border of purple marble, marks the spot where William was buried. The inscription, which is in Latin, is thus rendered:—

"Here lay entombed the truly invincible William the Conqueror, Duke of Normandy and King of England, the founder of this temple, who died in the year 1087."

Nearly five centuries afterwards, namely, in 1522, William's tomb was opened at the instigation of three Italian prelates, who express an earnest desire to verify the authenticity of the remains. The features are said to have been found in such a perfect state of preservation that some monkish artist who was present sketched a portrait from them; which portrait, in former times, used to hang suspended opposite to the costly monument which had been raised in memory of the Conqueror.

Forty years afterwards, the Calvinists rising *en masse*, carried havoc and desecration into all the churches in the land, and the church of St. Stephen and the tomb of the Conqueror became special objects of attack. The tomb was thought to contain hidden treasure; but when this was found not to be the case, the remains were treated with scandalous indignity. The skeleton of William was discovered, and his thigh-bone was found to measure eight inches beyond the average length. The bones were dispersed, but were eventually recovered, and in the year 1642 were once more deposited beneath the pavement where they originally lay. In subsequent times the new monument which had been erected over them was removed, and all trace of the remains lost.

Everybody knows how celebrated the stone quarries of Caen are. Owing to this abundance of stone, the Caenites enclose all their gardens, orchards, and meadows with long rambling walls, often ten feet in height. These massive outworks, seen from a distance, convey the notion of a series of fortifications to the non-military mind.

THE CHERBOURG RAILWAY.

The railway from Caen to Cherbourg is only just completed. The company by whom the line has been constructed was formed in 1852, under the presidency of Count Chasseloup Laubat, the capital and directors being part French and part English, and in 1855 it was amalgamated with and became part of the network of lines known as the Western Company. The conditions of formation required the line to be finished first to Caen, and this portion was opened in 1855; but the part between Caen and Cherbourg was not commenced until the spring of 1857. Branching from the Rouen line at Mantes, the railway follows the slope of the valley of the Seine to the Breval summit, passing through a tunnel 800 metres long, in which Mr. Locke, M.P., when inspecting the works, met with a severe accident. After the tunnel there is a descent into the valley of the Eure, which the line traverses for some miles, crossing the river of that name, and on through a long deep cutting to the ancient episcopal town of Evreux, through the valley of the Iton, and, by a short tunnel, under the picturesque little town of Conches. The valley of the Risle is next crossed by a light and elegant viaduct. It is a pleasant drive through these smiling and thriving Norman valleys, the scenery of which, with their pasture lands (the richest in France) and spacious apple orchards, reminds one somewhat of that of Gloucestershire and

wards, where it is a very old town, pillaged and burnt alternately by Normans or ten centuries ago, and close to which Val Richer. After Lisieux, that of Lamotte, where it passes, left by a gradient of 1 in 100, district known as Vallée d'Auge, branches off the line to Le Mans and Tours, now constructed, and thence the line runs direct to Chen, the former capital of Lower Normandy, crossing three of the main streets of the town.

passing through the town of the Orme, the river of that name being crossed by a light iron bridge, forty-four metres long, in one span. The road is tolerably direct as far as Bayeux, the station of which place commands a fine view of the town and of its very ancient cathedral. At Biyeux, the birthplace of Marshal Catinet, is preserved the famous Bayeux tapestry, on which Queen Matilda delineated the conquest of England by her husband William. For some distance after this town, the line offers no very remarkable features. The Aure and the Drome rivers are crossed, and at Evron a new line, not yet completed, branches off to St. Lo, chief town of the department of the Manche. In the neighbourhood of Carentan were encountered some of the chief difficulties presented by the line between Caen and Cherbourg. There is some prairie ground, very soft and spongy, requiring embankments, the weight of which caused the surface to yield in many places, swallowing up the superfluous earth. In the Cotentin valley the depth from the surface of these marshy grounds to the really solid ground varies from three to five metres, and seventy to a hundred several miles in this district the surface is

filled with water on either side of the embankment, in which the rails are laid. These hollows were made by the company scooping out earth for the purposes of their railway close to the line. It is curious to be regretted, that, at the sacrifice of more time and money, they did not cut their earth from a greater distance, for it is certain that the water-carriboats has a tendency to sink the foundations of the railway. The trains are now compelled to proceed so slowly through the Cotentin that it is impossible for them to keep regular time, more especially, there being but a single line, the up and down trains are frequently obliged to wait for one another. Broad plains, several miles in extent, with a thousand or more head of cattle grazing over them, are passed on either side. Of an evening, parties of straggle-breasted waders—girls with their milking-pails, may be seen following the herds—noisy if not pleasant calling. As we approached Cherbourg, we saw that most of the stations were unfinished. The “bois-lumière” of the carpenters, “closing rivets up” to make all in readiness for the Emperor, gave as noisy, though not so dreeful, a note of preparation, as did those of the “armourers accomplishing the knights” on the morning of the battle of Agincourt. And, by the way, an Englishman, passing from one end of Normandy to the other in a few hours by steam, cannot help thinking a great deal about these same knights his ancestors; Normandy is at this day more like England than is any other part of the Continent. The ancient sword of the Duke of Brittany—the green sword, that of the

size of the fields, the cottages with their thatched roofs, the arrangement of the trees, hedges, etc., and the well-kept gardens of the country mansions, all pointing, as Englishmen or Irish ones, and all his mind with a strange interest at the reflection that these are the undoubted models of that rural life which he has lived from his infancy, and had always thought to be exclusively English. And then the names of towns, villages, and hamlets, as you whisk by, read like a leaf out of "Domestic Reminiscences," with but now and then slight differences of spelling.

In eight centuries of time, you find the origin of towns such as Gréville, Percy, Gerville, and others.

The Bretons, *un peu* more numerous than the Normans, notwithstanding all impediments, what is called the express train does the journey from Paris very comfortably in 8½ hours. It will ultimately be done much quicker when arrangements shall be made for trains going at somewhat greater speed and stopping at fewer stations. There is no doubt but that this line will be used to a great extent this very summer by English visitors to Paris. The sea voyage from Southampton to Cherbourg is shorter by many miles than that to Havre, and although the railway journey afterwards is somewhat more expensive (the first class fare is 11*fr.*) this will be but a small consideration for thousands of tourists who have not yet seen William the Conqueror's grave at Caen, or his wife's famous tombstone at Bayeux, both of which interesting old towns are upon the line, and form convenient halting places. As we near Cherbourg by the railway, lofty hills of granitic formation here and there thrust up their heads. It is by a valley of granite that we reach the town of Cherbourg, spread out upon the border of its magnificent bay. But the sea is not lined by cliffs. The five leagues of coast visible from the Montagne du Raie are covered with fields and gardens, sloping easily down to the beach. You must go as far as Gateville, Greville, and Jobourg, to behold wild and picturesque coast scenery.

THE TOWN AND ITS HISTORY.

The name of this old Norman town and harbour is much better known in England than its geographical position; and of the thousands of excursionists who swarmed into the port this week it may be safely said that few knew exactly where they were going. Calais and Boulogne the public know as the gates through which pour the streams of English travel; but Cherbourg is more distant; it is not a port of arrival or departure; it is not on the road to Paris or anywhere else; it has no great trade like Havre. If visited at all, it has been for itself; and during the construction of the great works, the experience of those who attempted a friendly look in was not happy.

But as to the position of this formidable war-station, about which we are all talking to-day, and which we shall forget to-morrow, and, perhaps, till a French sovereign reminds us of it by a declaration of war, Messieurs of the Académie tell us that Cherbourg is situate in longitude 16 deg., and in latitude 49 deg. 38 min. 10 sec.; and that the longest day that is enjoyed embraces 16 hours 1 minute, while the shortest is abbreviated to 7 hours 54 minutes. But we are afraid that some of our readers obtain only a confused idea from this description. Let us try again. Briefly, Cherbourg is directly south of the Isle of Wight. If that tight little island could cut loose from its moorings, and drift in nearly a straight line across the Channel, it would be received in the arms of two capes, which terminate the great peninsula of the coast of Normandy. Into the bay between these points the island would nearly fit and fill up the hollow. In the deepest recess of this bay, and at the centre of its shore, lies the town of Cherbourg. It is nearly equidistant from Plymouth, Weymouth, and Portsmouth; these places would be cut by three lines radiating from Cherbourg like the sticks of a fan. This illustration is not strictly scientific, and might be fatal to a candidate in a competitive examination, but it is sufficient for all practical purposes. Between the French port and the English coast roll sixty or seventy good miles of ocean; and, when you have inspected Cherbourg, you will not wish the Channel one league less in breadth.

The town itself, it need scarcely be said, is not the place—it is the least important part of it; the real Cherbourg consists of the harbour, the military port, the breakwater, and the fortifications, of which more anon. Cherbourg would be nearly all it is if the town did not exist. The immense works are not intended for its defence only; its little export and coasting trade does not require those moles, piers, quays, and armed towers, the foundations of which are driven into the deep. The works front the town, and flank it on each side, and rise behind it. All that the art of the military engineer can do to give strength to the natural position has been done; the position has called the works into existence, and the works are the place; the town is only an accident, not an essential part of it.

Civil Cherbourg, or the *ville*, as distinct from the military port, is very provincial; it has not the commercial physiognomy of Havre, nor

the aspect of Boulevard and Dieppe;
it has not produced any connection extensive
with our modern insular peculiarities.
and audibly Anglicised; the English have
invaded the Boulevards from the Ma-
at the beer and speech of Charbourg are
all the old difficulties of orthog.

Cider, for instance, that Nor-
 need to the puzzled Briton by the pr
 room as "either." There is some degree of pleasu
 each town that is wholly French. The fashionable quart
 is fairly amused and "translated."

The compilers of the guide-books clearly make out an old Cherbourg, but its evidences have disappeared; to the eye it is old in style as Rouen. The buildings that have risen about the commercial port (always to be distinguished from the port, which is almost another town), have superseded the houses of a more remote date. There are streets, and streets, concealed behind these modern lines, containing specimens of domestic architecture; but, on the whole, it does not stand out in these picturesque and ruin as "the work of an artist, but at which a discreet surveyor would shake his head in some intimation of the prudence of "shoring." The local building material being a bluish-grey sandstone; and, old as some of the houses undoubtedly are, they are prosaically solid.

...; Charbourg is no such
...; is very beautiful, I
... itself is on a plain that ext

the shore of the bay. From most of the ground now the town the sea has receded, and at a comparatively recent date.

The real history of Cherbourg commences with the Normans (northern—Danes and Norwegians) who first of all invaded the province since called Normandy, and were confined in the island of it. Rollo, Rolf, or Rollon, was the first Duke of Normandy; he won the land; and the French King, Charles III. that the conquests of the fierce Dane might end, gave him his daughter Gillette, and acknowledged him as Rollo. This happened in the year 912, and so Cherbourg passed from the Danes to the French.

Our own history was first connected with that of Charlemagne when the fourth Duke of Normandy (in descent from the "little difficulty" with our King Canute, in the twelfth century) having ravaged his wife, the duke's sister, fled into open ruderie; when Canute at once despatched an army to the duke's territory, with express orders to capture him, and to sack the country. The expedition, however, was not successful, and the nobleman met nobleman at Barking, and the battle was the worst of it. The people of Charlemagne had a tradition, which they have good reason to remember at the present, since it first led them to adopt something like a system of fortification. Then the works at Barking were more created, in fear of invasion from the north.

As Duke Richard was succeeded first by his first-born son—Edward, then by his second son—Robert—otherwise known by his son's name—William; who, after a long reign, was succeeded by his son—Henry, who had no objection to his right to the dual throne (for he was not his natural grandfather—his father was his mother)—not to put too fine a point on it.

conquered England, kept it, and henceforward was called the Conqueror. Gerbert, Count of Cherbourg, was the first Battle of Hastings, and with his two sons, he made himself. Of course when William took this city (so to speak) he dowered it with the Duke's lands. Cherbourg became English property. William Minster was taken several times; as did Henry I. (in 1104), and once in 1163, and again in 1181. Twenty-two years after the capture of Augustus of France, his old enemy Richard Lion-heart laid siege to Cherbourg and captured it. Of course the town was not left in peaceful possession of the place. Soon after the capture, it was assaulted and burnt by the English. In the reign of our first Edward, a second descent was made on the coasts of Normandy, in which Cherbourg suffered most severely. In consequence of the havoc this occasioned, it was thought expedient to enclose the city within walls: which was accordingly done, for the first time, in the reign of Philip le Bel, about the year 1300. In 1346, 2 years elapsed before the value of the new fortifications was proved. A long, bloody, and even glorious war broke out between the English and her ancient enemy. In 1346 an army, under Edward III. at La Hogue, destroyed Barleur, and presently appeared before Cherbourg, the attack on which proved the toughest piece of business in the campaign. Indeed it was the only place in Normandy which held out against our arms; all the neighbouring towns,—Valognes, Carentan, Bayeux, Caen, and many others, were taken; and the suburbs of Cherbourg itself were laid in ashes.

Not long after (in 1354), Normandy was given in fief by the king in concession to Charles the Bad, King of Navarre, who, like some others about that period, had a horror of the town, and to keep them out of the town, he garrisoned it with a great number of soldiers, and greatly strengthened the walls; and to cheer and comfort the poor suffering citizens, he made them all nobles, — knights, or the equals of barons. This was not an empty boast, but he carried it all relief from many burdensome imposts.

The Bad Châtel's walls were first defended by the French, declared against the French, and allied himself with them. Accordingly the Constable Duguesclin was sent into Normandy, which he made good use of till he arrived before Caen. But the King of Navarre was apprised of his advance, and he sent for aid and succours, who speedily arrived in the shape of two thousand men-at-arms and four hundred archers. They entered the city, and conducted the defence; the Navarrais, however, were not so successful. For six months Duguesclin, with his valiant and brave soldiers, his endeavours only resulting in the death of his brother, Olivier Duguesclin, in a sortie. Winter set in, the hardships had been immense, and Duguesclin retired, declaring he had lost his time, and that Cherbourg was impregnable. The English, still to be seen near the chapel of St. Monnorie. The tower, in the environs of the town, mark the graves of the Duke of Burgundy and St. Paul, who fell at this, the longest and most famous siege ever sustained. After the siege—which occurred in 1393—Cherbourg was given up to us by the King of Navarre.

To describe in every detail a series of the long and fruitless followed, and in which Cherbourg was a constant basis of our operations, is beyond the limits of this journal. Necessary into the bargain. Enough, that when in 1395 Charles made peace with this country, Cherbourg was delivered up. But by-and-bye Henry V. began to reign in England, and to conquer. He landed an army in Normandy in 1415, and almost everywhere. Caen, Lisieux, Falaise, Vire, Argentan, Séz, Avranches, Coutances, St. Lo, Valognes—Normandy, in fact—fell into his hands. The assault of Cherbourg, which was the most important of the campaign, was reserved to conclude the long struggle. It surrendered after a protracted siege, in 1418; French say that on this occasion the city was sold—by d'Amboise, governor. If, however, Cherbourg was then dishonourably surrendered to the Frenchman, it was honourably regained at length, and finally in 1450. Year after year the war had been carried on, at the expense of both parties were tired of the game. By-and-bye, however, course not so easily succeeded as our operations.

controversy. The choice that Vanhoel had just made — La Hogue met, as in 1755, with numerous partisans, and would — they have triumphed if M. de Sartine, then Minister of Marine, had not commissioned M. La Coudre de la Bretonnière, — officer of distinction, assisted by Méchain the astronomer, to examine the French coast from Dunkerque to Granville.

The result of this *reconnaissance*, executed most carefully, was very favourable to Chénouet. M. de La Bretteville, in an admirable sketch drawn up by him of his labours, clearly demonstrated the advantages in his favour. The partisans of La Hogue did not, however, look upon themselves as defeated; they energetically maintained their opinion, asked for a new survey, and succeeded in dividing the council of ministers.

The friends of Cherbourg found a powerful ally in Colonel Dumouriez, who had, in the meantime, been named governor of that town, and who afterwards became so celebrated as commander of the armies of the Republic. Dumouriez judged it necessary to occupy himself at once with the defence of Cherbourg; he induced the Duke d'Harcourt, the governor of the province, to think so likewise, and both accordingly wrote to Paris. The King sent to the spot a final commission, composed of engineers and naval officers, and on their return issued an ordinance deciding upon the construction of Forts Hoc and Pelée. This proceeding, of course, determined the claim of Cherbourg. But defensive works were not alone sufficient; a safe and extensive roadstead was required for men of war.

THE MOLE OR BREAKWATER.

M. de la Bretonnière, to arrive at this, had proposed in his report to shelter the roads by a breakwater erected in the open sea, at about a couple of miles from the shore. The foundation for this stupendous undertaking was to be formed by sinking vessels filled with stones, and, in addition, loose blocks of granite were again to be cast on these, creating an artificial and uneven fifty feet high from the bottom of the sea.

M. de la Bretonnière's plan was taken into consideration, but rejected. However, in 1778, a new proposition was made by M. de Guix, director-general of fortifications, to close a portion of the roadstead, by a mole extending from the Homet point to the island of

This project, which would have miserably lessened the proportions of the molestead, was again renewed in 1780 by M. Lalande de Painsol, one of the members of the second commission by the Government to examine the Channel coasts. It was energetically opposed by M. de la Bretonnière; and Louis XVI., to solve the difficulty, despatched to the spot, in the following year, the Prince of Condé, accompanied by the Marquis of Castries, Minister of Marine, and General the Count de Ségur, Minister of War.

These eminent personages carefully surveyed the coast, had soundings made in their presence, listened attentively to different opinions on the subject, acquired a perfect insight into the question, and returned to Paris with a report for the King. The latter eventually decided on adopting M. de la Bretonnière's plan, and by an order in council it was resolved that the breakwater should cover the space extending from point Quersueville to the island of Pelée. A board of works was at once named, and operations commenced forthwith.

The system adopted for establishing the foundation was that proposed by M. de Cessart. It consisted of wooden truncated cones, 140 feet in diameter at the base, 60 feet in diameter at the top, and 60 feet in height. Ninety of these were to be filled with stones and sunk, then large blocks of heavy granite cast into the intervening spaces between each, and the whole were to be united by strong iron chains.

The first cone was constructed at Havre and tried with perfect success on the 8th of November, 1782. It was taken to pieces for transmission to Cherbourg; but a violent tempest rising at the moment of floating it off, it met with considerable damage, and great delay took place before it was again ready for service. A letter of M. de la Bertonnière's, existing in the admiralty archives, and addressed to the Minister of Marine, announces the sinking of the first cone on the 6th of June, 1784, at 600 fathoms distance from the island of Pelée, forming the eastern extremity of the breakwater, and that the operation had been entirely successful.

A second cone was sunk on the 7th of July of the same year, but a gale rising some few days afterwards, the upper portion was totally destroyed before sufficient stones could be emptied into it and the required solidity obtained. This occurrence, and a calculation made about the same time to the effect that the system adopted would cost more than 80,000,000 francs, or upwards of £3,000,000 sterling, caused the Government to modify the original plan of allowing the cones to touch each other, and to decide that a space of 30 fathoms should be left between each, and that the intervals should be filled up with loose stones; later, the distance was increased to 200 fathoms, and 18 cones were at various periods sunk. The mode pursued was this, the cones, after being built, were floated to the spot they were intended to occupy, and then sunk. Immediately afterwards small vessels arrived, and emptied their cargoes of stones into them, but so carelessly, that for each cone, instead of 1,880 square yards, as many as 9,700 were exhausted.

The works at Cherbourg occupied the attention not only of France, but Europe. The King desired his brother, the Count d'Artois, to pay a visit of inspection to them. This prince arrived at the port on the 22nd of May, 1786, and seemed greatly impressed with the grandeur of what he had there shown him. After spending three days on the spot, he returned to Versailles, and the glowing account he gave to his brother induced the King himself to visit the growing maritime establishment which was to honour his reign. Louis XVI. made his entry into Cherbourg on the 22nd of June, 1786, and left it on the 26th of the same month.

The King visit every portion of the works, appearing to take much interest in them, and seeking to make himself acquainted with the whole bearing of the question of offence and defence. As will not appear very surprising on the part of so celebrated a *bon-vivant*, on the 23rd he dined upon the eighth cone, which had been immersed ten days previously, and was already filled with stones, and from this point witnessed the sinking of the ninth.

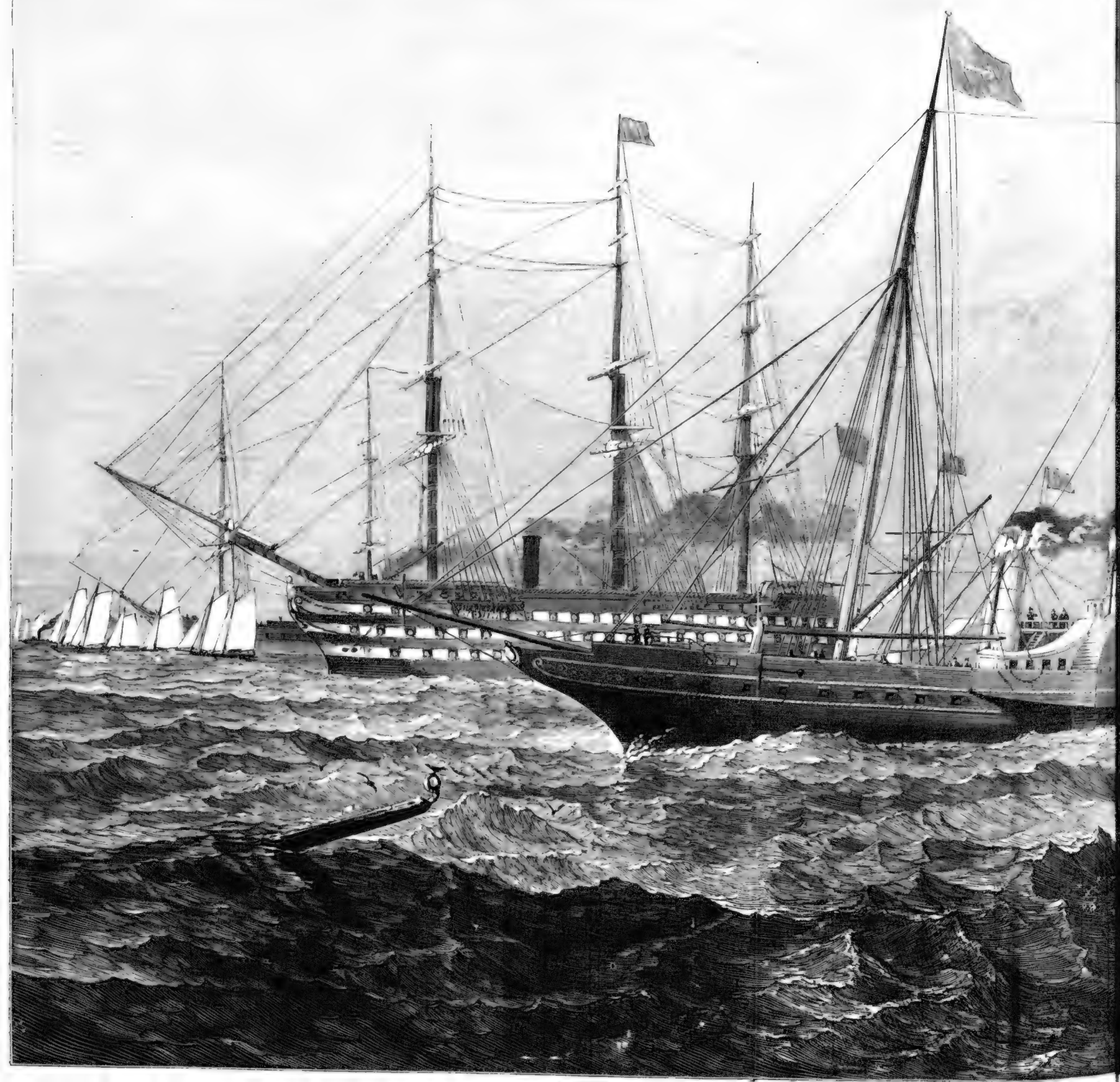
The pertinacious partisans of Cape la Hogue had not, however, abandoned all hope; they returned to the charge towards the end of 1765, but received a check. Louis XVI., however much he vacillated between the different political parties which the revolutionary spirit of the time had called into existence, remained true to Cherbourg, and to the last moment of his reign followed the progress of the works with interest. The turbulent governments which succeeded him occupied themselves more or less with Cherbourg, but the great ideas formed with regard to it during the reign of Napoleon are by far the most imposing. We will examine them in detail after terminating this account of the breakwater.

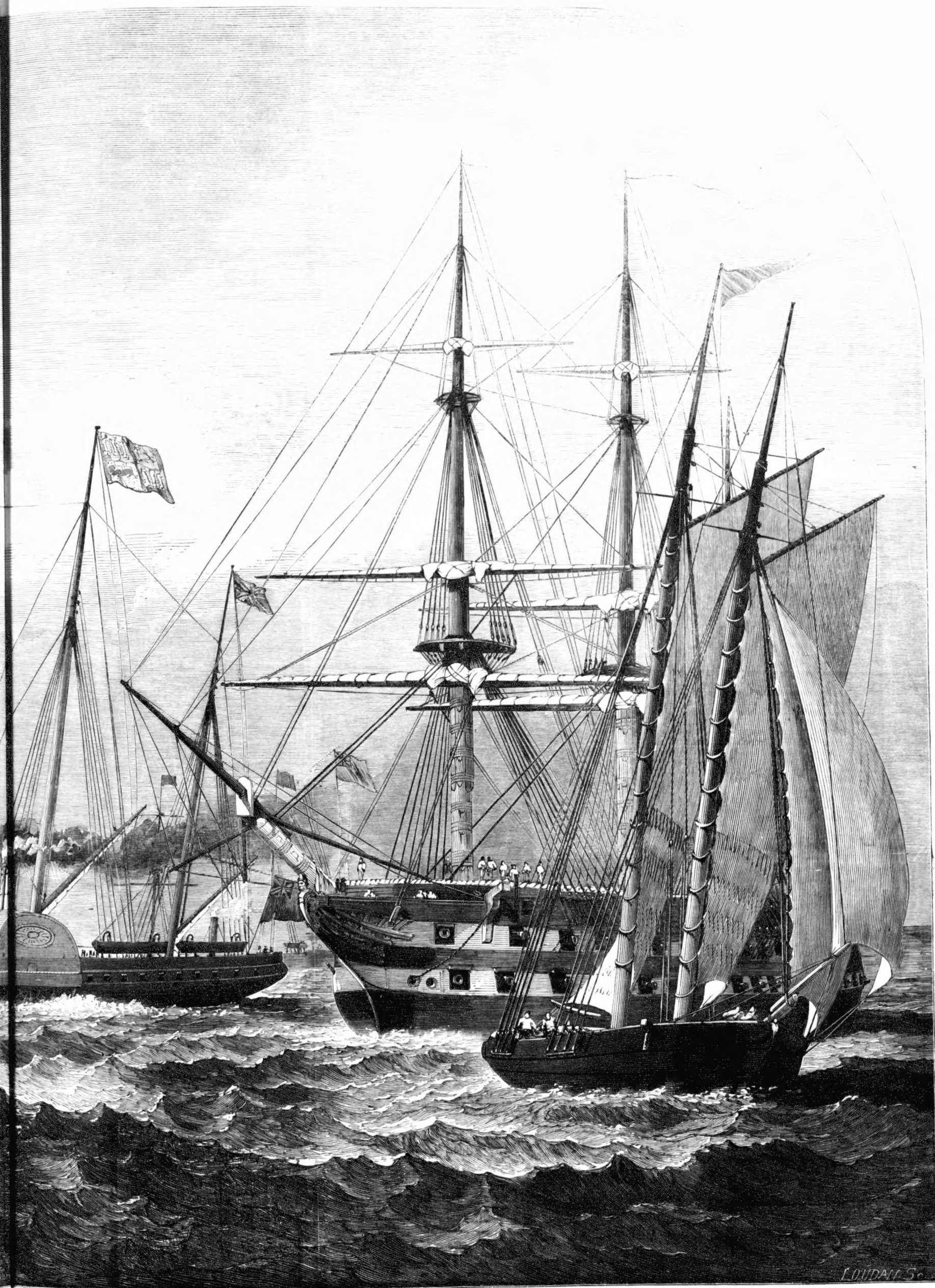
The system of cones was abandoned in 1788. In the following year the whole of them were levelled to the bottom of the sea, with the exception of the one at the eastern extremity. This last fell to pieces in 1790, gnawed away by a species of worm, brought from India by Salfren's guest. From 1788, the formation of a fresh foundation was commenced, the means employed being that of casting loose stones into the sea. By the end of 1790 the quantity of material exhausted in this manner amounted to nearly 9,000,000 cubic feet.

From this period the works were carried on with more or less vigour. On the 12th of February, 1808, however, a tempest of unparalleled fury visited Cherbourg. For two or three days the wind had been blowing violently from the south and south-west; but it suddenly veered round to the north-west, and the sea was instantly convulsed. It happened to be low water, and no harm at first was done. But at the turning of the tide the wind increased, so that at last the waves, which had broken at first against the dyke, began to tumble over it here and there. At last the parapet and coating began to give way, and it became evident that every portion of the dyke above water was in imminent peril, it not absolutely doomed to destruction.

The plans of 1759 long remained undecided upon. The mercantile port still bore evidence of the ravages of war. At length, in 1766, the ruins were cleared away; a few years later building was recommenced, the quays were enlarged, the inner basin greatly increased, and the lock entirely reconstructed. These works were not devoid of interest; they did much for commerce, but were totally inadequate for a naval establishment. Our French neighbours felt it was imperative that a military port should be built in the channel, and that was not a higher day.

Louis XVI. was the reigning French monarch when the British command





BEARING OVERBOUR.

persons in the dyke, some soldiers, others workmen. Several were carried away at once, and their bodies were placed in the best place of shelter, when a water-lift, a ramp, and a battery of the Batterie Napoleon to pieces, and the dyke was cleared away; and opened a passage for the famous ocean. Shortly afterwards the barracks, the dwellings, the houses, the powder magazines, were all swept away, and above two hundred persons were destroyed. The remainder were saved with great difficulty, and although a battery was re-established and a garrison of sixty men sent again to that perilous position, the resources of the dyke were left in a ruinous state until 1811, when the Emperor Napoleon visited Cherbourg.

The formation of the breakwater had come to be regarded as impossible, but Napoleon, who, as is well known, had marked the word "impossible" out of his vocabulary, set about reconstructing it. This time the heurds were rejected. Large stones were dropped out of boats, the place where they had been sunk being marked with buoys. The interstices between the large stones were filled by smaller ones; the whole was liberally supplied with pebbles, and a consistency was given to it, where it was broken, by means of cement.

During the war with Napoleon, an English frigate entered the harbour of Cherbourg with the intention of firing a few shots upon the town and sailing out again in triumph through the western entrance. Unfortunately the vessel ran aground close to the breakwater, which was then far from being completed. The crew in vain attempted to lighten the vessel by throwing a variety of objects, including the guns, overboard; the frigate stuck as fast as if it had been intended to form a part of the breakwater itself, and was in due time hoisted and taken. At the period when the English frigate attempted the above piece of bravado (it was a similar one, by the way, that cost Sir Sydney Smith his liberty in the roads of Havre), the breakwater was not much more than half its present length, and none of the forts had been constructed. At present it would, perhaps, be possible to enter the harbour, but certainly no vessel could get out of it again, unless composed of asbestos and of some impenetrable metal, and constructed in such a manner that it would not be requisite for the crew to appear on deck in order to manœuvre her.

Some progress was made with the breakwater during 1828 and 1829, but it was not until 1849, when the "Eastern question" was the cause of so much speculation as to the probabilities of a war between England and France, that the works were terminated—for they were, in fact, brought nearly up to the point at which they at present remain. All Louis Napoleon has done (in spite of the outcry about his preparations for war), has been to complete, to perfect, and to polish. But was it not at least as reasonable to employ workmen, not in adding to but simply in completing, the works of Cherbourg, as to occupy them in pulling down and building up the Pont Neuf, and in "prolonging" the Rue Rivoli? At length, then, this stupendous undertaking, the most magnificent of the kind in existence, dating its commencement from the immersion of the first cone, on the 6th of June, 1784, was terminated at the close of 1853, having occupied in its construction sixty-eight years.

The breakwater, the upper portion of which is in masonry, has for base an immense artificial embankment 2½ miles in length, by about 200 feet in width, its average height being fifty feet. It is in two unequal parts, forming at their point of intersection an obtuse angle towards the sea of 169 degrees. In general terms the Cherbourg breakwater may be described as presenting a mass of rubble stone, of the length and breadth above stated, having a slope from the bed of the sea to the level of nearly 22 feet below high water line of spring tides, towards the roads in the ratio of one base to one in height (1 to 1). The top of the mass then has a much more gentle inclination, for in the width of 19½ feet its inner summit attains the level of 15½ feet below high water line, and there it stops against a wall, almost vertical, rising 7 feet above the same high water line or datum. There is a level platform at this height of 20½ feet wide on the eastern arm, and 21 feet wide on the western arm; and beyond it there is a solid masonry parapet (about 5 feet high, and rather more than 8 feet wide) towards the sea. The outer line of this parapet is, in fact, in the continuation of the sea face of the wall, and the latter has been built of coursed and dressed masonry, laid with the greatest care, and composed of the very best materials, upon a general bed of hydraulic concrete 5 feet thick, laid over the loose rubble hearing. The bottom of the concrete is about 29 feet below datum. Beyond the edge of the masonry which protects the foot of the vertical wall, the top of the rubble hearing of the breakwater has assumed a slope of 1 in 10 towards the open sea under the influence of storms. This slope continues until the top line has descended to 47 feet below datum, and thence it continues to the bottom at the rate of 1½ to 1.

The small materials used in the hearing of the breakwater are naturally exposed to be displaced by storms. Of late, however, a very effectual mode of protecting the sea slope has been adopted, consisting of huge artificial blocks, cubing not less than 26 yards, placed upon those portions of the breakwater which are most exposed to the effects of the sea. These blocks are composed of rubble masonry and of Portland cement mortar, the cement being English.

The entire cost of the breakwater has been nearly £3,000,000 sterling. The expense, however, is comparatively trifling when the result obtained is taken into consideration. No matter how tempestuous may be the weather, a sure and safe anchorage exists within its shelter for about fifty sail of the line, and as many frigates.

THE MILITARY PORT.

It was reserved for the genius of Napoleon, though following to a certain extent the plans of his predecessors, to create a new Cherbourg.

He felt that a roadstead did not suffice alone, and that to complete the work, a grand military port must be built. Consequently, an order in council, bearing the date of the 15th of April, 1803, decreed that a naval arsenal of the first class should be established at Cherbourg, and that it should be composed of an outer harbour and two large floating docks.

Plans having been submitted to, and approved of by, the First Consul, the works were at once proceeded with, the outer harbour being the first commenced. This was originally called Port Bonaparte, but at a later period it received the name of Port Napoleon. Meanwhile, the breakwater gradually progressed, and, in addition, outworks were thrown up on the land side, as a protection to the arsenal in that direction.

Notwithstanding the difficulties to be surmounted in hollowing out hard rock, the works, conducted with great energy, rapidly advanced. On the 31st of May, 1810, Vice-Admiral the Duke Decrès, Minister of Marine, paid a visit to the spot, and, from the very favourable report he made, the Emperor himself resolved on personally inspecting the progress made.

He arrived at Cherbourg, accompanied by the Empress Marie Louise, on the 26th of May, 1811. Every small detail of this magnificent establishment was minutely examined by him; he also decided numerous important questions, and gave many directions bearing the stamp of his genius.

The Emperor's visit occasioned redoubled activity in the works, which were terminated in 1813. The inauguration of the new basin took place in the month of August. The Emperor, who was in Saxony at the head of his army, desired the Empress Marie Louise, to whom during his absence he had delegated the regency, to represent him on this occasion. The Empress made her state entry into the town on the 25th of August, 1813, and the ceremony was commenced at six o'clock on the evening of the 27th, in the presence of 25,000 people.

The Empress was seated beneath a richly-decorated canopy, which had been erected for her on the eastern quay, near the canal that was to give passage to the water. The Bishop of Coutances, assisted by the curate of Cherbourg, blessed the basin, and the Empress went down into the basin, hers being the last foot set in it while it was dry. She now gave the signal for the immersion to take place, amidst shouts of "Long live the Emperor! Long live the Empress!" The cannonading

restraining the sea was then opened in three places, admitting the water with a furious rush into the hitherto dry dock.

A few hours preceding the ceremony, a plate having the following inscription engraved upon it, was cemented to the bottom of the basin:—

"Napoleon the Great decreed on the 15th of April, 1803, the formation of a port to be hollowed in the hard rock of Cherbourg, capable of giving shelter to large ships of war, and to be of the depth of fifty feet below high water mark."

"This dock was terminated, and its interior opened to the ocean on the 27th of August, 1813, in presence of her Majesty Marie Louise of Austria, Empress and Queen Regent; Napoleon, her august husband, being in Germany at the head of his armies."

The basin thus inaugurated, is the one marked as outer harbour in our plan. The cost of it was estimated at nearly 26,800,000.

The outer harbour completed, a floating basin communicating with it was immediately proceeded with. This undertaking, positively pushed forward during the Restoration, was inaugurated on the 27th of August, 1829, the inauguration taking place in the presence of the Duke of Angoulême.

We now arrive at the third portion of the great work decreed by the Emperor Napoleon I., which is the inner wet dock. This important labour was, after many protracted discussions, commenced on the 25th of June, 1836, the completion of it being left to Napoleon III., who has been destined to give to his great design of his immortal uncle.

The mode in which this stubborn rock was hewn was by a process of mining never hitherto attempted on so large a scale. Shafts were sunk in the first instance, from which galleries were cut in various directions, which were charged with gunpowder, and exploded by the electric spark. The upheaving and rolling of these immense masses of solid rock, which followed the explosion, formed a series of most imposing spectacles, which were witnessed with great interest by the people of the town. The rock having been loosened, was removed by trucks on a railway, and thrown into an indented part of the coast called St. Anne's Bay.

The new basin is less in extent than the two others combined, but is greater in either taken separately. In it room can be found for 14 men-of-war, and the amount of water it will contain is estimated at 1,600,000 cubic metres. The ceremony of flooding it will take place to-day, August the 7th, the greatest event of the occasion, it to commence between twelve and one. On a signal given by the Emperor, the water will be admitted through two channels at once. That to the southern end will give passage to the sea by means of four openings made in the solid rock communicating with the outer harbour.

That to the north, nearest to the Emperor, will be entirely liberated, by the rupture of an earthwork, which, for the space of a few minutes, will act as a check on the invading waters, and allow them to rise sufficiently for the floating away of the high temporary barriers which hitherto have been the sole obstacle to the sea's ingress.

The military port is situated to the west of the town. Landwards, it is surrounded by a neat and an immense line of fortification—earthwork faced with masonry—about three miles in extent. Broad quays, covered with buildings, shut it in from the sea, with which the outer basin communicates by a pass about 200 feet broad at the narrowest point, and 16 or 17 feet deeper than low water. All that art can do to protect it from the assault of an enemy has no doubt been done; but its chief character is evidently that of a port of aggression. The whole establishment supposes the presence of immense naval and military strength.

Having approached the place by the Rue de St. Abbe, and passed the fortifications, it is necessary to obtain a formal permission to inspect the place from the Bureau de la Majorité de la Marine. A ticket is courteously accorded on presentation of a passport; and the visitor is then free to roam at will through this vast workshop of war. The first group of buildings consists of establishments in which everything connected with the construction of vessels of war, from locks and pulleys up to the largest machines—from capstans to masts—is now going on. Next, there is the Salle des Gabarits, where the engineers lay down full-size models of the ships they are about to construct. Beneath the Salle des Gabarits is a vast hall furnished with mechanical saws, some of them very curious and interesting. Proceeding, we come to a cluster of sheds, all on a colossal scale, devoted to the manufacture of steam-engines for vessels of war. It is impossible to pass through such establishments, and behold groups of grimed and flushed men, crowding round furnaces, bending over mysterious-looking complications of iron, guiding the motions of gigantic hammers set to work by concealed steam-engines, glancing furtively to and fro amidst smoke and dust, whilst on all sides the air is filled by crashing and jangling sounds, without feeling at first an impression of absurd and purposeless activity. The ears tingle and the head grows dizzy. By degrees, however, the idea of order returns. You see that all this apparent confusion is in reality under the strict control of mind—that you are present, as it were, at the growth of a thing of iron, that will ultimately be endowed by human ingenuity almost with life. Here is the foundry where engines of all sizes are run into earthen moulds; there the workshops, where every piece is endowed with that wonderful finish which modern science and art know how to bestow on their products; yonder, the hammers more ponderous than ever Cyclops wielded, pounding glowing iron into the most exquisite shapes, and a little way off the lofty shed where the performances of the huge but docile creatures, thus brought into existence, are, as it were, rehearsed, before they become the vital principle of vessels of war.

It cannot be concealed that the impression of grandeur and awe created by these establishments is mainly produced by the knowledge that they are devoted entirely to the construction of implements of violence and destruction. Engines destined to turn a spinning-jenny, or drain a marsh, or whirl a locomotive to and fro, may be equally grand and equally powerful; but their fabrication can never be watched with the same interest. To an Englishman, especially, these busy works at Cherbourg cannot fail to be the object of anxious solicitude. However confident he may be, both in the continuance of friendly relations with France, and in the power of his own country, the pleasure with which he views these efforts of industry cannot be quite unmixed. He knows that, at the best of times, the completion of Cherbourg must necessarily impose additional sacrifices on his country.

Innumerable other establishments of various kinds stud the immense space enclosed within the walls of the arsenal. A reference to the plan in the present number will assist the reader to their designations and position. One of the most interesting of these is the Salles d'Armes. This is a hall, of beautiful neatness, filled with arms the brilliance of which dazzles the eyes, arranged in tasteful trophies down the centre and along the walls. Here are sufficient rifles to arm a fleet. At the further extremity the eye is caught amidst all this shining steel, by what seems at first a huge pillar of rusty iron. An inscription tells you 'tis a gun fished up at La Hogue after lying a hundred and forty years under water. It belonged to one of the vessels of Admiral Tourville, whose fleet was destroyed in 1692 by the English at a point only concealed from Cherbourg by the long out-jutting cape which forms the eastern side of the bay. It was on this occasion that James II. in exile, not able to suppress his English sentiments on seeing the gallantry of his countrymen who were fighting against his cause, exclaimed, almost in delight, "Well, it cannot be denied that they are brave fellows after all!" We may imagine how favourably such an ebullition of feeling was received at Versailles!

We now come to the three basins which give its peculiar character to the military port of Cherbourg. The first, called in our plan the outer harbour, opens directly on the roadstead, and is of most imposing dimensions. It is upwards of 900 feet long by about 750 feet wide; or, in other words, is capable of containing at least an entire fleet of vessels of war of the largest size. Four slips and a careening-basin occupy its southern side. On the slips are the yacht, of huge dimensions, called *l'Esperance*, for the use of the Emperor, and the *Lefevre* frigate,

under repair; with a vessel about to be fitted with a screw. I should mention that this outer port is cut in the rock, to a depth of fifty feet below low-water. The channel at the entrance is 200 feet wide at the narrowest point, and is usually 530 feet wide.

To the north of this basin, and communicating with it by means of a lock of about 130 feet long and 58 feet 7 inches wide, is a floating basin about 900 feet long by nearly 700 feet wide. There are on the opposite side of the outer harbour to this floating basin four line covered building slips for 120-gun ships, and a graving dock closed by a caisson, besides some uncovered slips for building smaller classes of ships. The building slips for vessels of the line are 383 feet long, by 78 feet 8 inches wide; the graving dock is 245 feet long by about 78 feet wide, with a depth of water over the sill of about 27 feet 6 inches. This is the floating dock of Charles X., which, we have before mentioned, was inaugurated in 1829, in the presence of the Duc d'Angoulême.

The inner floating harbour, or Basin of Napoleon III., is parallel to the first floating basin, and will communicate both with the outer harbour and the basin. It is upwards of 1,300 feet long by about 650 feet, and is entirely excavated out of the solid rock—a member of the transition series, extremely hard and tough. All round this marvellous sheet of water are a series of graving docks and building slips of remarkable beauty, in one of which is the splendid ship of the line *Ville de Nantes*, all ready to be launched. It is impossible to give an adequate idea by figures or words of this excavation. In its present dry state, it is a far more imposing spectacle than it will be when full of water; for looking down with giddy head into the immense excavation, formed with infinite pains, patience, and skill, by blasting in the solid rock, and now as smooth and symmetrical as a marble sarcophagus, one realises the force of the *mot* of M. de Tocqueville, speaking of the works of Cherbourg, "They are the pyramids of Egypt hewn downwards in the earth instead of being raised in the air."

THE FORTS.

There are two entrances to Cherbourg, one at the east and the other at the west end of the strongly-fortified mole. At the eastern extremity the channel is narrowed by the island of Pelée, upon which is erected a large fort, called "Fort Imperial," which, with a corresponding fort on the eastern end of the Mole, completely commands the narrow passage, and its guns cross fire with other forts to be afterwards mentioned. The wall surrounding the fort is pierced for 32 guns, and the fort itself, which rises above it, is bomb proof, and is also pierced for the same number. The basement of the fort is fitted as barracks; and on the roof, which is mounted with 14 mortars and 2 guns of large calibre, is a furnace for heating shot. Until the middle of the 16th century, the island of Pelée was connected with the land, and yet at that period the water in the harbour was two and a half feet deeper at high tide than it was when the works were commenced in 1738.

The western channel is equally protected by an immense fort, called "Fort de Querqueville," on the mainland, and which is immediately opposite the fort at the west end of the breakwater. We observe that the depth of water in these channels is marked on the French Admiralty charts at from 39 to 42 feet.

Fort de Querqueville is named after a neighbouring village, and though occupying a larger space of ground than any of the other forts, it is mounted with only 31 guns. The whole of the inner fort is fitted as barracks, affording accommodation to a large number of troops. On the land side of the fort a large polygon is being constructed, from which the artillery will practise firing.

But a ship entering by the western channel would not only receive the concentrated fire of the Querqueville Fort and the forts on the Mole, but between these there is another fort in course of erection upon a rock, dry at low water, called the "Fort of the Chavagnac Rock." Having run the gauntlet of these works, ships would find themselves in a tolerably capacious basin, where they would be riddled by the cross-fire of batteries and forts, which help to swell the aggregate of 3,000 guns which are mounted in the works in different parts of the apparently impenetrable position.

First we have on the western side Fort St. Anne, standing on a little rocky peninsula, which runs out into the harbour near the docks. It mounts 19 guns. Still nearer the entrance to the dock is Fort d'Homet. This battery, built on the Homet rocks, is united to the inner line of fortifications by a causeway of granite. It has two rows of casemates bomb proof, and is mounted with 60 heavy guns. Above the casemates is a platform, affording space for 23 more guns; there is also a mortar platform. The inner part of this fort is used for barracks, powder and shot stores. Between the fort and the wall which surrounds it, is a ditch of considerable depth, crossed by a drawbridge.

Various establishments connected with the marine service are in the neighbourhood of the Fleming's Fort, and beyond are a port for the preservation of timber for masts, and a vast lagoon entirely filled, it is said, with timber for ordinary shipbuilding purposes.

Proceeding from west to east, we next come to the Fort du Galet, Fort du Langlet, and last, the Fleming's Fort. This is a very huge work built on a rock dry at low water. The outer wall only is casemated and mounted with guns 70 in number. It is connected with the shore by a causeway 1,800 feet long, at the southern end of which is built a rocket and shell factory. The fire of the Fleming's Fort crosses with that of Fort Imperial at the eastern end of the Mole; and to make security doubly sure, the Fleming's Fort is supported by a redoubt called "Tourlaville."

We have now to speak in detail of the four forts constructed on the Mole, which forts will be readily discerned upon the plan before spoken of. This plan, we may observe, is the only one which has the position of the Intermediate Fort indicated. The plan issued by the Admiralty, and that published by Mr. Wyld, are alike inaccurate in this respect. Our plan was revised by means of actual observation within the last few days, and is as minutely authentic as the utmost pains could make it.

To return, however, at the apex of the angle formed by the meeting of the two branches of the breakwater is a large central fort, having a total development of about 509 feet, measured on the inner line of the parapet, which forms a very flat semi-ellipse. Behind this battery there has recently been raised an elliptical central tower, measuring 225 feet on the major, and 123 feet on the minor axis. This work will mount forty guns, and numerous mortars. A casemated fort, known as the Intermediate Fort, and mounting fourteen guns, of about 190 feet front, has been formed midway along the western or longer branch of the breakwater and two large circular forts are placed at the extremities of the breakwater; that of the eastern end being 100 feet in diameter, and that of the western end about 133 feet in diameter. Each of these forts when completed will mount upwards of 60 guns.

We now come to the other fortifications which surround Cherbourg on the land side, and which completely dominate the whole of the town and harbour. There are fourteen forts and redoubts, which form two semicircles around the town on the land side, the outer one consisting of a chain of detached star-forts, and the inner being formed of a line of redoubts. The inner line of redoubts terminates at each end, near the harbour, the nearest one on the western side being what is termed Fort St. Anne, and that on the east being the Tourlaville Redoubt, which we have referred to as the support of the Fleming's Fort. The other redoubts, which complete the inner line, are called St. Anne's, the Complots (close by the cemetery), the Tot, the Fork, the Oeteville, and the Troitebec Redoubts. These all occupy commanding positions, and their guns would sweep the outer harbour as well as the entrance-channel. The chain of forts which surround the town in parallel lines with the redoubts consist of the usual bastions and re-entering angles. They command the country on the land side, as well as the harbour and works seaward. The names of these forts are—the Roule Fort, the Falconer's Redoubt, then Forts Basquesne, d'Oeteville, de Grismenil, des Yardenes, and de Hainneville.

Certain professional writers maintain that a work like this mole, advancing out into the ocean and defended, they say, by no flanking batteries of much moment, cannot be considered by any means unattackable; and it is stated that French engineers, even, begin already to suspect that, considered in a military point of view, the position of the

dyke is a mistake. It is suggested that it is too far out to be defended by the forts that command the passes, and will remain so even when Fort Chavagnac, now constructing on an artificial island, already level with the water opposite Fort Querquenne, is completed. A fleet sufficiently powerful to prevent any ships in harbour from coming out, these writers say, could easily demolish the defences of the dyke, destroy or drive away the garrison, occupy it, and from thence sweep the road, and burn the city and arsenal. The military port, being conceived and executed before anything like a long range was thought of, could be no longer out of reach of destructive missiles from the sea. Be, however, all this as it may, it is certain that Cherbourg, from the immense extent of its fortifications, scattered over a line of at least seven miles, would require more men to defend it than to attack it.

IS CHERBOURG A MENACE TO ENGLAND?

A careful examination of the various works impresses you with the notion that there is an altogether unfinished look about the place, and that it will take years of energetic labour to put it in a condition calculated to give the slightest reasonable uneasiness to friend or foe. It is difficult to write truly on this subject without seeming to depreciate a gigantic work, which is entitled to every respect, but the point has been continually raised that the ceremonial opening of the military basin was intended to hold out a covert menace to England. A glance at the place proves this assertion to be as unfounded as injudicious. Another harbour was, the facility with which an army could be shipped here in a few hours. Let us remember that, in the first place, there is only one railway into the town, and that it is a single line; that it is a large train that takes a thousand passengers, and that with such strain the journey is ten hours. The three basins certainly present an immense extent of quay, and perhaps fifty steamers might be taking in troops at the same time, but then they would all have ultimately to get to sea through the same narrow pass, and thus a substantial objection arises to the theory of sudden descent. Even if we take matters at the worst, we have no right to quarrel with France for doing what she likes on her own coasts, any more than she could object to our getting up a good channel fleet; in presence of which, floating tranquilly, but promptly, in the narrow waters, the most timid of our English alarmists might enjoy their natural rest in perfect security.

If any one would understand the real meaning of Cherbourg, he should turn to the chapter in Thiers's "History of the Consulate and the Empire," which contains the account of Napoleon's preparations for the invasion of England at the time of the camp at Boulogne. Let him read undisturbed by the Bobadil tone of the writer, who had good information before him, and he will see that on that occasion Napoleon's chief complaint was of the absence of spacious ports wherein he could carry on his preparations under the protection of a vast army. For it is to be observed, that in case of war a number of troops equal to an invasion would at once be brought down by rail, so that though damage might be done by bombardment, an attack would be impossible. The whole place is conceived on this supposition. Immense barracks already exist, others are building, and the citadel constructing on the Montagne du Roule, will be capable of containing, it is said, ten thousand men. There is ample space, too, at various points for encampments.

Cherbourg, therefore, is quite disproportioned to any defensive necessity that can be supposed to exist. Its character is essentially aggressive. It is capable of giving shelter to a larger fleet than France has ever possessed, together with transports to carry an army of a hundred thousand men, with horses, and all necessary ammunition and baggage. However much we may reject the idea that any immediate project of attack against England is entertained, it is impossible to deny this great fact.

THE COMMERCIAL PORT.

The commercial port of Cherbourg is formed at the mouth of La Rivette by means of two masonry jetties, of which the eastern jetty is 804 feet long and about 23 feet wide, finishing about 7 feet 6 inches above equinoctial spring tides; the western jetty is only 304 feet long. The channel between these jetties is nearly dry at low water, and it lies nearly due north and south. It gives admission to the outer harbour of a clear length of 768 feet by a width of 630 feet, at the bottom of which is the floating basin, 1,322 feet long, by 417 feet wide. The quays of the basins are at least 76 feet wide, and 10 inches above the highest known tides. At the end of the floating basin are two building slips, and a mole for careening the ships which may require repairs. The lock gates between the inner and outer harbours are about 12 feet wide in the clear. There is a very good supply of fresh water in the neighbourhood; and it may be important to add that the waters of the Rivette are retained during the intervals of the tides for the purpose of creating a scour through the outer harbour.

GENERAL ASPECT OF THE TOWN.

Cherbourg is like nearly all French towns, tall, white, and dirty, at once new and ruinous, and redolent of a variety of perfumes, of which fried onions may be ranked as otto of roses. It is of considerable extent, and has some good streets, but its commercial importance must be taken to be very moderate indeed. In short, it looks in this respect like many English towns before they have got their railway. Let us hope that the great renovator may now prove as effectual here as it has been found to be in all other places where it has once been introduced. The commercial port is situated furthest inland, but, *hucus a non lucendo*, there is hardly a merchant ship in it, the vessels with which it is crowded being nearly all gunboats which have been moved up there to be out of the way on the day of the grand ceremony. The number of naval officers and sailors to be seen about is quite as great as in Portsmouth, and it is with some difficulty you recognise either as Frenchmen. The officers are evidently a most superior class of men, polite, intelligent, and manly; probably the best specimen of any of the French organised services, and yet it is strange that while every shop window is filled with military prints and pictures of the various uniforms in the army, you never see one of the gallant tar, either officer or common seaman, although both would look quite as well on paper as the members of the other branch of the public service. They are all perfectly jolly at the present moment, the elders smoking and laughing about the cafés, and the young middies kicking up shindies that would do honour to any ship in her Majesty's service. The common sailors are equally jovial, and the real, genuine, undoubted college horpape, may be heard nightly streaming through the doors of the cabarets, while within, a young sailor, evidently a pupil of Tom Cooke's, is performing that dromedary dance with immense vigour and success. One favourable peculiarity of all the merrymaking is, that there is little or no drunkenness, and another is, that nearly all the soldiers and sailors wear Victoria medals, of which they seem very proud, and which they take care you shall see whenever you come near enough to observe them.

At Cherbourg there are three classes of hotels to choose from, if choice is to be permitted in the face of the extraordinary influx of visitors which is anticipated. One class is occupied almost exclusively by naval officers, and as you do not happen to be one of *ces messieurs* you cannot get attended to by the servants until after the day has been supplied. Class two is devoted to the military; and those persons who do not happen to have tight blue coats with waspish waists, and loose red trousers with more than feminine hips, are treated with all the contempt they do not deserve. Class three is infested by *commis-voyageurs* and those who prefer reigning in this class to not being served in the two others, will find everything tolerable, excepting the conversation of the guests, which, however, there is no necessity for listening to.

THE PREPARATIONS FOR THE FÊTES.

The mayor of Cherbourg issued the following address to the inhabitants, prior to the arrival of the Emperor:

Fellow citizens.—In 1852 we requested the Emperor to grant a railroad to our district. Our request was granted, and now his Majesty comes to inaugurate this great road, which unites our town to the

metropolis. The third dock of our military port is finished. The Emperor will be at its opening, and thus crown the completion of this magnificent arsenal, which excites the admiration of the whole world. His Majesty will also inaugurate the monument you have raised to Napoleon I., and by his presence at this imposing solemnity, add to the splendour of the honours you have paid to the powerful founder of the Napoleon dynasty. The Empress, his noble partner, the august mother of the prince on whom rest the dearest hopes of the country, deigns also to visit us. If the eyes of France are at this moment fixed on Cherbourg, it is because every town wishes, like our own, to enjoy the honours of possessing the Sovereign who has raised so high the glory of our arms, and secured the prosperity of the country; it is because Cherbourg is now the town privileged above all others. Need I excite the enthusiasm? No! I know your patriotic sentiments, and I know, in anticipation, that everywhere on their passage their Majesties will be received with fervent acclamations—the sincere proofs of your devotion to the empire. Your houses will be decorated with flags and illuminated during the whole sojourn of our august guests. We all know what we owe to the Government of the Emperor, and we shall feel happy to be able on this great occasion to offer him abundant proof of our affection and gratitude. Vive l'Empereur! Vive l'Impératrice! Vive le Prince Imperial!

It would be a very ill-natural thing to give a minutely detailed account of Cherbourg precisely as it appeared a day or two preceding the commencement of the fêtes. It would be as ill-natural as to exhibit scene-painting by daylight, or to draw up the curtain before the prompter's bell was rung, and catch the actors as they were preparing and dressing for their respective parts. At this moment Cherbourg is a city of scaffolding, of eagles in clusters, and banners in bundles, of gilt streamers festooned, of wreaths of laurel scattered on the ground, and glittering imperial diadems in baskets. It is a remembrance of the raw materials which have yet to be worked up with that taste and genius for decoration for which the French have been in all ages justly distinguished. We may, however, mention that the preparations for the reception of the Emperor are proceeding rapidly; the foundations and skeletons of galleries and tribunes for spectators on the route of the Imperial cortege, at the railway station, and on the Place d'Armes, are nearly completed; to most of them only the decorating and finishing process is wanting. Everything in this department is certain to be well-managed; professional builders of such ability to nothing having been obtained from Paris, where there are artists who have a *specialité* in these matters. There are piles of shields and flags brought down from the capital, with tapestries and carpets, and all kinds of devices, beyond provincial resources. These are for the grand points; private houses and side streets are left to individual taste, or the municipality. The poles and frame for triumphal arches are rising in every direction, and in your morning walk you find that nearly all Cherbourg is "vibrating beneath the hammer of the carpenter." The citizens expect a harvest, but so far it is only a gleaming; the reaping and the allied sickle are yet to come, they hope. Announcements of *chambées* *gratuites* to be let *parterres* are numerous enough, only the prices asked indicate a conviction that all will be wanted. The market is firm. If Paris comes down as earnest, nobody knows what will be asked. 200 francs for an apartment for the days of the fêtes is the present quotation.

Another portion of the spectacle to be seen at present may fairly be referred to. This is the manner in which the streets are crowded, and, above all, that portion of the city adjoining to the military port and the streets leading to it. These are literally crammed as a fair—as a Greenwich fair, when Greenwich fair was worth seeing. The hundreds pouring into Cherbourg for the past week are now to be reckoned by thousands; and they have come by all sorts of conveyances, from the new railway to the old chaise market-garden cart—impeding, the one by their numbers, compelling the train to be two hours after its time; and as regards the other, the common old-fashioned mode of conveyance blocking up the roads, and in some parts making them almost impassable.

All the new comers point their steps in the same direction—it is to "the port"—that is, to the grand military harbour which Napoleon I. revived, and his nephew has completed. This crowd is remarkable: first, the number of women with their children that are engaged in seeing the new harbour; and then it is remarkable of this sight-seeing crowd that the nineteen-twentieths of it are composed of the agricultural classes, comfortably-clad farmers and well-clad labourers, with their strong, healthy, and happy-looking families. All these seemed to take a personal interest in the completion of the great Napoleonic idea—Cherbourg!—and to feel a pride in examining the magnificent works carrying on, and in looking with wonder upon that new dock, which is the especial work of "their" Emperor, the Emperor being with them positively the most popular ruler by whom France has been governed since 1815.

There are other signs of an influx of population. Adventurers and vagabonds of all kinds of the amusing class are dropping in, and the quays of an evening present groups that look like the premonitory symptoms of a fair or an undress carnival. There is the vendor of cheap drapery, very vociferous on his gay coloured *foulards*; he bawled himself hoarse in praising them before noon, and has now no more voice left than a tenor ruined by three years of Verdi's brass. Still he shouts, and flourished his cottons, and waves them and unfolds them to the eyes of the crowd; but he is rather shy of letting them be handled. They are doubtless of flimsy fabric, he is so dexterous in evading the test of touch. There is a ballad-monger, at once seller and singer,—a degenerate minstrel mounted on a chair, with an admiring audience of soldiers, sailors, and workmen around him; it is the popular *Opéra Comique*. His instrument is in itself a bit of comedy—a violin improvised out of a stick, with a bladder on a cigar-box for the bridge, and two strings with more notes than might seem possible. He wears a cocked hat, and a red horse-tail plume. He sings many songs, and sells very few; for the laugh gratis is preferred by his public. There is a stamp of something better than his vocation about the man: he has well-cut features—altogether a good head; his French is not provincial, and he makes his points tell with the precision of a practised actor. He may have been one, and come down to this. The humour of his songs is of the broadest; but men's ears grew to his tunes, till he dispersed his audience by going round with his hat. A still odder specimen of the itinerant class, of that Lower Bohemia which will gather here in great force, is a dentist, who, to add his contribution, as he says, to the *rejoissances* of the "filial fêtes" given by this "noble and generous city," pulls out teeth in public, in a cabriolet, with a drummer on the roof to give one roll, as a prelude to the horrid wrench, and another after it. The seat of his carriage was never long without two customers, for he operates in pairs. In the intervals there is more drumming, and a speech over the splash-board, as from a tribune. One poor workman in a blouse, who had to wait through a speech and the flourishes over his fellow-victim's grinder, looked very pale and scared. Guillotining can hardly be many degrees worse than the *rejoissance* provided by the mountebank dentist.

PROGRAMME OF THE PROCEEDINGS AT CHERBOURG.

The following is the programme drawn up by the civil and military authorities for the reception of the Emperor and Empress, and the celebration of the several days of their stay in Cherbourg:

AUGUST 4.

Their Majesties will be received at the railway station by the authorities, civil, naval, and military.

The keys of the town will be presented to his Majesty by the Mayor and the Municipal Council.

The benediction and inauguration of the railway will take place in presence of their Majesties.

All the land and sea force will be under arms; they will be placed in rank from the railway station to the hotel of the Prefecture. The arrival of their Majesties will be announced by a salute of artillery.

All the ships of the squadron, as well as the forts of the road, and

Forts Ouglet and L'Anfred, will be decorated with flags; all the buildings of the port will also hoist their respective flags.

On the arrival of their Majesties at the Prefecture, the Empress will receive the wives of the principal officials, and the young ladies deputed to offer her Majesty a corbeille of flowers and lace.

The public offices, the ships of the squadron, and the *Académie*, will be illuminated every evening during the stay of their Majesties.

The officers and public functionaries are requested to illuminate their residences and decorate them with flags.

AUGUST 5.

This day being reserved by the Emperor and Empress for the reception on Board the *Bretagne* of his Majesty the Queen of England, a future order will be issued as to the proceeding of the day.

The regatta will take place in the port of Cherbourg, in the presence of the united naval forces and the Royal Yacht Squadron.

AUGUST 6.

This day their Majesties will visit the ships of the squadron in the road, and land on the breakwater.

AUGUST 7.

Their Majesties will leave the Hotel of the Prefecture in the morning, and pass through the town and environs. At noon their Majesties will proceed to the military port, to open the grand inner basin of the works.

In the evening a ball will be given to the Emperor and Empress by the town of Cherbourg at the Hotel de Ville.

AUGUST 8.

At nine o'clock in the morning the Emperor will inaugurate the equestrian statue of Napoleon.

The remainder of the programme contains the special regulations and orders to the officials relative to this ceremony, which is the last of the celebrations.

Another programme, published by the municipality, details the popular fêtes that are to be given in honour of the Imperial visit, and the part the municipality is to take in the other ceremonies.

DEPARTURE OF THE ROYAL SQUADRON.

On Tuesday night the members of the House of Commons who had arranged to witness the Cherbourg fêtes arrived from London at Southampton and proceeded on board the *Proserpine* lying in Southampton Docks. The vessel left at an early hour on Wednesday morning for Cherbourg, so as to arrive there about mid-day.

The *Racoon*, 21, Captain Paynter, having returned on Tuesday night from the coast of France with qualified French pilots for the English Squadron, at five o'clock on Wednesday morning the *Royal Albert*, 121, Admiral Lord Lyons, with Marshal the Duke of Malakoff on board, accompanied by the *Reine*, 91, Captain Forbes; the *Argalus*, 51, Captain Tarleton, C.B.; the *Diadem*, 52, Captain Moorsom, C.B.; the *Caracca*, 51, Captain T. M. Mason; and the *Racoon*, 21, Captain Paynter, left Spithead for Cherbourg. In consequence of the superior speed of the *Victoria* and *Albert* it was necessary the slower sailing ships forming her Majesty's convoy should start several hours in advance.

The *Urgent* steam troopship, Commander McDonald, followed the squadron of Lord Lyons for Cherbourg with such naval officers as chose to avail themselves of the offer of the Admiralty.

The Queen went on board the *Victoria* and *Albert* a few minutes before noon on Wednesday, being accompanied by the Prince Consort, the Prince of Wales, the Duke of Cambridge, the Countess of Desart, lady in waiting, the Hon. Mary Bute, maid of honour, the Earl Delawarr, Lord Chamberlain, the Earl of Malmesbury, Sir John Pakington, Sir C. Phipps, and Mr. Gibbs. The remaining members of the royal party had preceded the royal family, having already embarked on board the *Black Eagle*.

It was nine minutes past twelve when, to speak nautically, the rope of the royal yacht slipped from the buoy—in other words, when the *Victoria* and *Albert* started for Cherbourg, the wind being moderate, west-south-west, and the ship steaming against tide. About twenty minutes past twelve she was passing West Cowes, being rather more than a quarter of a mile from the shore. No salute whatever was fired, and the only official recognition of the royal progress consisted of the hoisting of the Union Jack on the flag-staff at Castle Point. Of the few persons who paraded, or were seated, along the shore, in number not exceeding two or three hundred at the utmost, some endeavoured to obtain a glimpse of her Majesty by means of glasses, and she was discerned, in a light dress, standing on the quarter-deck, there being a group of gentlemen near her. A Southampton packet-boat named the *Medina* steamed right athwart the *Victoria* and *Albert*, probably for the express purpose of enabling those on board to obtain a good view of the royal party, and from a feeble cheer which they set up it was inferred that their curiosity had not been ungratified, the satisfaction of the gazers not being allowed by the royal command which such an obvious intrusion probably called forth. The royal yacht passed on with great velocity, the Admiralty flag floating from her foremast, the royal standard from her mainmast, and the Union Jack from her mizzenmast and stern. The *Trinity* yacht, having on board the Masters of the Trinity-house, was about two hundred yards in her wake. Within an hour the two vessels were discerned passing round the Needles.

ARRIVAL OF THE EMPEROR AT CHERBOURG.

The Emperor arrived at the railway station at five o'clock on Wednesday evening, and was received by an immense crowd with acclamations. In accordance with French custom, on occasions of Imperial State visits, an altar had been erected at the railway terminus, and a "Te Deum" was performed by the Bishop of Coutances, on the Emperor's arrival.

His Majesty, addressing the Mayor, said—"I am happy to have finished the work of Louis XIV., and to inaugurate, in a time of peace, the port which was so actively commenced in a time of war."

ARRIVAL OF THE QUEEN.

At seven o'clock on Wednesday evening her Majesty the Queen arrived with her escort, and was saluted by the French fleet. At eight o'clock the Emperor visited her Majesty, amidst remarkable demonstrations of enthusiasm. The illuminations of the various ships composing the French fleet, and of the works on the mole, were magnificent.

[Next week, we shall publish a more ample account of these proceedings, illustrated with very numerous engravings from sketches made by the various artists despatched to Cherbourg for the purpose.]

TRICKS UPON TRAVELLERS.—A few days since, on board one of the Liverpool and Glasgow steamships, might be seen an apparently respectable female in great distress, having lost her excursion ticket, and with it all her means of enjoying herself, as we suppose, amongst the "canny Scotch." Much sympathy was shown by her fellow passengers, a subscription set on foot for her benefit, and which to all appearances quite reconciled her to the serious loss she had sustained. But on landing the lady in question was somehow entirely lost sight of, and, unfortunately, shortly after the purses of several persons on board were found to have been taken from them. Amongst the sufferers by the rascality was a lady of Ipswich, who had thus been noisily relieved of the sum of about £15.

A MAN DROWNED BY TWO DOGS.—A few days ago, Hugh and John McPhail, and John McLean, residing at Oskmal, in the parish of Kilninn, Mull, left Oskmal shore for the purpose of shooting seals. When opposite Kilninnore a small struck the boat and capsized her. Hugh McPhail instantly struck out for the shore, when two dogs that had been in the boat followed, and, getting upon his body, forced him beneath the surface, and he was drowned. His brother and McLean clung to the boat until they were rescued by parties from the shore.

MURDEROUS ASSAULT ON A YOUNG LADY.—On Wednesday morning, information was given to the detective police of a murderous assault on Miss Purvis, daughter of the Rev. W. P. Purvis, of Crocombe. It appears the young lady was returning home from a friend's, when she was seized by a man, about forty years of age, who drew a large clasp-knife, and commenced cutting her about the neck, hands, legs, and several parts of the body. A large reward is offered for the apprehension of the offender, who is well known to the police.

CHUBB'S PATENT DRILL PREVENTIVE
affords the most complete security from burglary, and is now
applied to all of Chubb's Fireproof Safes, which are also fitted
with their Gunpowder-proof Locks. Illustrated Price-lists sent
on application to

Mappin's Two Guinea Dressing Case, in solid Leather.
Ladies' Travelling and Dressing Bags, from £2 12s. to £100 each
Gentlemen's ditto, ditto, from £3 12s. to £80.
Messrs. Mappin invite inspection of their extensive Stock, which
is complete with every variety of style and Price.
A costly Book of Engravings, with Prices attached, forwarded by
Post on receipt of 12 Stamps.
MAPPIN BROTHERS, 67 and 68, King William Street, City, London.

DO YOU DOUBLE UP YOUR PERAMBULATORS? T. TROTMAN'S NEW PATENT-SAFETY FOLDING and first-class PERAMBULATORS.

Prepared only by Mr. P. RICHARD, Apothecary, 65, Charing Cross